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THE CAMPAIGN IN THE CAROLINAS.

ANOTHER week has passed with even less news from the adventurous column of SHERMAN than the week preceding. From all the conflicting news, however, it seems evident that his course from Columbia was not north, towards Charlotte, as the enemy had anticipated, but east, towards Camden, Florence and Fayetteville. On the 17th and 18th of February, BEAUREGARD's troops evacuated Columbia, moving towards Charlotte, and, on the latter day, the mayor surrendered the city to SHERMAN. It had previously been plundered here and there by the people and soldiers; but there were no stores piled up and burned, as previously reported. On entering the city, on the 18th, our troops commenced destroying the public property. The dépôts and arsenals were blown up, and the buildings in the suburbs which contained the public stores were fired. Late in the afternoon a pile of cotton took fire, and a strong wind communicated the flames to adjoining buildings. The greater part of the city was soon fired, and the business portion of it burned to ashes. The cars, engines and railroad property were also consumed. The State House was spared by our forces, as the State House in Milledgeville had been before. The houses of Generals WADE HAMPTON and PRESTON were also spared. The railroads about Columbia in all directions are torn up. All the bridges leading to the place have been burned. All the foundries and machine-shops have been destroyed. It is stated that the country round the place has been stripped of all the eatables and transportation. All the horses and carriages in the city have been taken. Planters, if they have succeeded in saving anything, cannot bring it in. About twenty-five miles of the Greenville Railroad, between Columbia and Alston, was badly damaged by the freshet some weeks since. Much damage has also been done to the road by our forces.

Such is the condensed account given by Southern papers of SHERMAN's occupation of Columbia. The Augusta *Constitutionalist* adds these interesting and probably trustworthy details of the conduct, the condition and the subsequent movements of his troops:—

"Many negroes left with the enemy. None were taken by force. A large number are returning to their masters. SHERMAN stated that he had not been much in the country west of Broad River, and thought he would not visit that section. He advised the mayor to send the citizens there. The Federals seemed to be much incensed against MAGRATH, and should use him harshly if they can get him in their power. But few, if any, private residences were entered. If any outrages were committed on the ladies it is not known. The enemy were under strict discipline and orders during their march through the city. It is estimated that SHERMAN's infantry and artillery number about seventy thousand. He has no cavalry with him. The enemy entered the town on Friday afternoon. The rear guard passed through Tuesday afternoon. The troops were in the best condition. They were well clothed and well shod. They marched as if they had just started on their expedition, instead of having been out for weeks. Fort Mott, St. Mathews, and Union Court-House, have been destroyed. Some of SHERMAN's officers said that his destination was Raleigh and Salisbury. The general himself, it is stated, appeared in good spirits, and seemed to be confident of success. As the troops left Columbia, one corps took the

road to Camden and Florence, another corps to Winnsboro', and SHERMAN, with two corps, moved on the direct road to Charlotte."

SHERMAN did not stay long in Columbia. BEAUREGARD had evidently expected him at Charlotte, and was "drawing him on" in that direction. SHERMAN, therefore, true to his old policy, moved off in a different direction, foiling the enemy's plan, and continuing his course of victory. JOHNSTON, a soldier of great ability and experience, but yet second to SHERMAN, in a modest and sober order took command of the forces lately under the out-generalled BEAUREGARD. When SHERMAN left Columbia, JOHNSTON sent WADE HAMPTON's cavalry to reoccupy the city. SHERMAN, covering his easterly advance by a movement on Charlotte, seems to have gone as far north as Winnsboro', breaking the railroad, probably, as he marched. Then, all his forces being well in motion, he seems to have turned his columns easterly to Camden. This point is on the Wateree River, 110 miles directly southwest of Fayetteville, and twenty or thirty more by the road through Cheraw. We judge it probable that, at this time, Fayetteville is reached by our advance.

In this connection, the occupation of Georgetown, S. C., by DAHLGREN is interesting. He says, significantly, "I gave my attention to this point, as likely to be the preferable communication for General SHERMAN in case such became desirable before entering North Carolina." As all the features of that peaceful occupation are published elsewhere in our columns, we do not repeat them here. The unofficial account merely said that our naval forces captured Fort White—a splendid establishment, mounting seventeen heavy guns—just below Georgetown, S. C. The sailors and marines then landed and captured Georgetown. The Rebel cavalry made a charge on them in the streets, but were gallantly repulsed with a loss of several killed, wounded, and prisoners. Our loss was one man from the United States tug-boat *Catalpso*. Admiral DAHLGREN's flagship, the *Harvest Moon*, on her way down was sunk by a torpedo. All hands were saved excepting the wardroom steward. Lately the Union forces advanced from Charleston to Monk's Corner, a point on the Northeastern Railroad, about thirty miles from the city. They met with no opposition until they were nearing Monk's Corner, when the pickets discovered in their front a line of Rebel skirmishers. A few shots were exchanged, after which the enemy retired, leaving two of his dead on the field. It is believed that the enemy has no large force anywhere in the vicinity.

It is interesting to compare the tone in which the enemy's press now speak of SHERMAN's generalship and success, with the former braggadocio. The Richmond *Whig* says:

"His course seems to us to be one that is quite novel in the history of warfare. He cuts himself loose, so far as we are informed, from any base of supplies, dashes into the interior, depending upon living on the supplies found in the country, takes little or no care to secure the military possession of the country through which he passes, and leaves it with few marks of his having visited it, except the ruin that marks the belt of country he has traversed. That such course is very damaging to us, in the destruction of the means of subsistence and transportation, is, of course, very evident."

Concerning SHERMAN's Army, the Richmond *Dispatch* "learns through a trustworthy source, that General HAMPTON reported his force to consist of four corps of infantry of seven thousand men each, and a body of cavalry of from four to five thousand men. His artillery will, perhaps, swell the numbers of his main column to thirty-five thousand. If we give GILLMORE at Charleston ten thousand,

" and SCHOFIELD at Wilmington fifteen thousand, we shall estimate the whole Yankee force now operating in the Carolinas at sixty thousand men. This, we think, is not far from the mark. The Yankee papers make the figures much larger, and give SHERMAN an immense cavalry force." The same paper has also heard that SHERMAN was "stuck in 'the mud in one of the Southern States'—rather an indefinite locality.

At Wilmington, all is tolerably quiet. The enemy is not far distant from the city, having fallen back reluctantly. He has been engaged in throwing a pontoon bridge across Cape Fear River, in front of TERRY's lines. General J. R. HAWLEY is assigned to the command of the District of Wilmington, which will embrace all the territory under military control in rear of the Army operating from Cape Fear River as a base. He takes charge of the dépôt at Wilmington, Cape Fear Harbor, and the line of railroad in rear of the Army. Undoubtedly, SCHOFIELD will soon push forward from Wilmington in force. His advance is already about ten miles out, and has skirmished quite severely with the enemy's videttes. The enemy reports that our advance in force was checked at Alligator Creek; a few skirmishers pushed forward, but were driven off. His troops retreated across the northeast branch of the Cape Fear River, at what is known as Big Bridge Ferry, or McRee's Ferry. It is said that the enemy attempted to burn the railroad bridge at Northeast River, nine miles from Wilmington, but were not successful. The steamer *Chickamauga* was destroyed by the crew, to prevent her falling into our hands, at Gray's Point, in Cape Fear River. She is a total wreck.

THE CAMPAIGN IN VIRGINIA.

THE rapid and brilliant cavalry march of SHERIDAN up the Shenandoah Valley towards Lynchburgh, and the victory reported as already gained over EARLY, is the great event of the week in Virginia. This movement was foreshadowed by us in an article on "The Field" last week, because it had been initiated at that time. But, singularly enough, no authorized report of this important move has since reached the North, except the very indefinite news contained in the official dispatch of Mr. STANTON on the 5th. On Monday, the 27th ult., SHERIDAN's column commenced its march from the camp near Winchester. General HANCOCK was placed in charge of the Middle Military Division during the absence of General SHERIDAN, with headquarters at Winchester. During the first twenty-four hours, SHERIDAN probably marched to Woodstock, a distance of thirty miles. Keeping straight up the valley, he probably reached Waynesboro' on Thursday. There, according to all accounts, EARLY first offered effective resistance. A battle took place at or near Waynesboro', and it resulted, as we are told, in an entire victory for SHERIDAN, who is said to have captured 1,300 prisoners, eight cannon, and about one hundred wagons. If these details be true, it is a most decided triumph, as the force of EARLY was small at best, and could not bear such reduction. Waynesboro' is on the Central Railroad, at the west base of the Blue Ridge, about fifteen miles from Staunton and twenty-five from Charlottesville. Both Staunton and Waynesboro' were captured by HUNTER. SHERIDAN will probably cross the Blue Ridge, carry Charlottesville, and move up the railroad on Lynchburgh. LEE will send troops to oppose him, and GRANT may take the opportunity to attack LEE. The move, whether successful or not, is one of

the best yet devised in Virginia, because it promises substantial fruits. Before our paper reaches its readers, more definite news will be received.

The long postponed "movement from GRANT's 'left'" has not yet come off. Probably the condition of the roads and the weather have prevented it, as a double reason for essaying it, even should it meet no better success than its predecessors, is furnished in the positions of SHERMAN and of SHERIDAN. Our forces, however, are well massed at Hatcher's Run, waiting for propitious weather and roads, and ready for a wide flank movement. Of late, the ground has been thawed and loose, forbidding the passage of trains or artillery, being very troublesome to cavalry, and not wholly practicable for infantry. Between the 22d and 28th of February, the enemy was in constant expectation of a move, having noticed the weakening of our lines on the right, and the carrying of troops and supplies by trains to our left. The rain of the 23d and 24th were supposed to have postponed another attempt against the Boydton Road. But our batteries shelled the enemy's left and centre all day on the 24th, to cover the movement of artillery to our left. On the next day, the 25th, our troops were put under marching orders, and got ready for one more move to the southwest towards the Southside Railroad; but the miry roads prevented its accomplishment. The Ninth corps, as before, held the lines between the Weldon Road and the Appomattox. On that night, a large fire broke out in Petersburg. Our forces threw several shells into the city, the enemy's batteries replied, and a fierce artillery duel ensued for two hours. On the 27th, there was more shelling of the enemy's lines during the day. The rains and mud still delayed the movement, but our forces were kept massed on the left. The enemy reported deserters in considerable numbers coming in from GRANT's Army, which he took to be a consequence of marching orders.

Meanwhile, deserters to our lines report that LEE has sent a large part of ANDERSON's forces, which hold his left, north of the James, to JOHNSTON. They also assert that many heavy siege guns have been sent from Petersburg to Greensboro', it being considered probable that our forces will not again try to carry Petersburg by assault. The series of signal towers along our lines enables us to distinguish with much accuracy the movements of the enemy's advanced lines. On the evening of the 3d, there was considerable artillery firing on the James.

CAMPAIGN IN THE SOUTHWEST.

MOBILE is not yet evacuated, and apparently has no intention of being evacuated at present. Its works have been strengthened, its garrison reinforced, and ordnance stores received from the interior. On the 15th of February all the able-bodied male citizens were summoned to arms, and the same generals who made speeches at the famous "happy time at Gadsden" again held forth. Amongst these were Generals BEAUREGARD, TAYLOR, CHALMERS, MAURY and GARDNER. In our history of these affairs last week, it was stated that THOMAS' expedition had passed down the Mississippi as far as Vicksburg, where it had paused; and that we judged the movements of the enemy might regulate our own from that point. If the reported evacuation of Mobile had been confirmed, perhaps an expedition straight across Mississippi might be undertaken. But, otherwise, the troops would probably keep on to New Orleans, and thence advance on Mobile by way of Pascagoula or Pensacola. This latter movement has since been made. The fleet passed from Vicksburg down to New Orleans. There General CANBY seems to have organized the infantry of his command into two corps. To General A. J. SMITH was assigned the Sixteenth corps, composed of parts of the old Sixteenth and Seventeenth corps. These troops have been perambulating the entire Mississippi Valley for more than a year, saved BANKS and his Army from destruction at Pleasant Hill, pursued PRICE in Missouri, and fought at Nashville. GARRARD, McARTHUR and SMITH are the three division commanders. The Thirteenth corps has also been reorganized, under General GRANGER. These two corps constitute the chief infantry force of CANBY's expedition, and it has already gone to Mobile by way of the Gulf of Mexico. The cavalry force arrived a little later, but that is also on the way. From the 20th to the 28th of February

these movements continued, and we cannot fail to hear soon of their decisive result.

The enemy, of course, has many rumors to add to our facts. The Clinton correspondent of the Mobile *Register* says that 40,000 troops passed down the Mississippi to attack Mobile, and that they had gone first to a large military camp near New Orleans. The Montgomery papers report large numbers of our troops concentrating near Pensacola. While these papers locate the starting point in West Florida so definitely and accurately as to give us no hesitation in publishing the account already detailed above, it is a little singular that no mention is made of any co-operative movement against Mobile, overland from the north or west. FORREST, however, with a part of his cavalry, has been left to check any such overland invasion, and, meanwhile, to raid upon our territory as much as possible. His command has been reduced by detachments sent to JOHNSTON, but has been rejoined by LYON's cavalry command, which, as our readers remember, was put in great danger by HOOD's retreat, being then left north of the Cumberland, on their Kentucky raid. It worked its way South with no little skill. After the retreat commenced LYON made a rapid march in the direction of Louisville, passed to the vicinity of Elizabethtown, crossed the Cumberland near Carthage, and came out by way of Sparta and McMinnville.

FORREST's headquarters are at Tupelo, where TAYLOR's were, and he has been left to command the whole region. PATTERSON's brigade of RODDY's cavalry division has been engaged in breaking up the distilleries in Alabama, near the Mississippi line, as many of the farmers in Northeast Mississippi carry their grain across the line to be distilled into whisky, thus evading the law prohibiting its manufacture. Of course, the reason for destroying the stills is to make it easier for families and soldiers to get grain. The Grenada correspondence of the Montgomery *Appeal* says that affairs on the border are in a terrible condition, the country being filled with jayhawkers and robbers, composed principally of deserters, and such a reign of terror has been inaugurated that travel is almost completely broken up in some portions of the country. Soldiers returning to their homes on furlough are vowed vengeance on the speculators in the northern counties who have refused to take Confederate money for corn and other necessities of life from their families, and a desperate state of affairs in that region is looked for. FORREST is busy reorganizing all the cavalry in the District of Mississippi, East Louisiana, and West Tennessee. In his general orders, he declares that the illegal organizations of cavalry through the country must be placed regularly in the service, or driven from the country. He says these are in many instances nothing more or less than roving bands of deserters, stragglers, horse-thieves, and robbers, who consume the substance and appropriate the property of citizens without remuneration, and whose acts of lawlessness and crime demand a remedy, which he will not hesitate to apply, even to extermination.

FORREST, however, has recounted with pleasure the results of his operations during the past year. He says his troops have fought 50 battles, killed and captured 16,000 of the enemy, captured 2,000 horses and mules, 67 pieces of artillery, 14 transports, 20 barges, 300 wagons, 50 ambulances, 105 stand of arms, 40 block-houses, destroyed 36 railroad bridges, 2,000 miles of railroad, 6 locomotives, and 100 cars, amounting to \$15,000,000 of property. In accomplishing this he admits they were occasionally sustained by other troops, but says their regular number never exceeded five thousand. Two thousand had been killed or wounded, and two thousand taken prisoners. If one-half this record is true, FORREST deserves the Lieutenant-Generalship which he has lately received.

All North Georgia, according to the Richmond *Whig*, is filled with predatory bands of tories and deserters. Dalton is now the only fortified post there occupied by us, the enemy reporting its usual force at two or three brigades. But it is rumored that two more brigades have joined the garrison, and a movement on Rome is expected. The West Point Railroad has been repaired, except for a distance of nine miles around Atlanta. The enemy is trying to raise a brigade of mounted men in Northern Alabama and Georgia, under B. J. HILL, and a full pardon is offered to all deserters who will join it.

In Kirby-Smithdom, as the New York *Herald*

humorously styles the isolated Trans-Mississippi Confederacy, all is quiet. PRICE is resting and recruiting his army near Shreveport. Blockade-running is said to be successfully carried on between Galveston and the West Indies. On this account, the expedition fitted out at New Orleans is thought possibly to be designed for Galveston, instead of for Mobile.

COAST DEFENCE.

Our immense coast line, intersected with numerous creeks and inlets; our numerous harbors, teeming with the commerce of the world; our rivers, on which an inland trade without parallel plies its daily course; our foreign policy, which desires as little to interfere with other nations, on other continents, as it brooks interference by none in the affairs of this; our experience in the policy of other nations, which shows us that a country is respected only so far as she is able to make herself respected; that she is at peace only so long as she can prove that it is dangerous to make war with her; that, standing alone, the example of freedom in its largest, most democratic, most universal type, this country, above all others, while she obtains the confidence of the bulk of the people of Europe, must look for as certainly the dislike and distrust of their rulers under their present forms of government—all these considerations make the question of coast defence one of more importance to us than perhaps to any other people. Since, in our affairs, national action often takes its character from popular opinion, the people should understand at once the importance of this subject of coast defence, and the military principles which must regulate it, in order that it may obtain from our Executive due attention, and be prosecuted in accordance with the new political developments of every day.

In a series of articles which appeared in this journal in September, October and November, 1863, the general principles which must regulate the defence of harbors were laid down. Recent experience, the attacks upon Charleston Harbor, as detailed in General GILLMORE's able report, and more especially the successful bombardment and assault of Fort Fisher, while they substantiate the views then laid down, furnish us many other important lessons.

The defences of harbors are necessarily of three kinds:—Stationary, Floating, and Subaqueous. It was shown in the discussions already referred to, that the main defence of a harbor should be its Forts. It was explained that these should be constructed of earth, because that is the best known resisting power, wherever possible; but that, whenever the narrowness of the site or the peculiarity of the channel demanded the concentration of many guns, iron forts should be built. It was demonstrated that ingress to a harbor should be prevented by obstacles; and that, among these, torpedoes are not the least important. It was also laid down that, in all cases, a small auxiliary floating defence was essential to success.

The defence of the port of Charleston, the most remarkable instance of successful harbor defence on record, illustrated every one of these features. The capture of Fort Fisher was due partly to a neglect of the necessary preliminaries, and partly to a want of proper construction in the fort for near defence. The vessels of PORTER's fleet, carrying 539 guns, were opposed at ranges varying from 1,500 to 800 yards to a fort carrying 13 guns on its sea face, and not commanding the forts by position. Hitherto such a concentration at such a range has been impossible. It is well-known to sea-going men that a high, bluff coast line indicates deep water close in shore, while a low, sandy beach shows as surely shoal water. Hence, where ships could approach forts closely, these forts have had a destructive plunging fire upon the ships; as illustrated by the effect of the Wasp battery on the English and French fleet at the bombardment of Sebastopol. At Charleston our vessels never attacked any fort at a nearer range than 2,500 yards. That it was possible to do so at Fort Fisher, and that the fire at these ranges was so destructive, is due to two new features in our Navy, the Monitors and the 15 inch gun. By the construction of the Monitor, an impregnable fort, carrying the largest possible artillery, is carried upon a vessel having, for a war vessel, a very light draft of water. By the successful construction of a heavy smooth-bore gun, great accuracy of fire is possible; for all the conditions of accuracy of a gun increase with very great rapidity as the calibre of

the gun increases. The causes of inaccuracy are, first, the unequal combustion of the charge, which is evidently a larger element of variation in small charges than in large. Next, the windage, a fixed quantity, and bearing, therefore, a smaller ratio to the calibre as the latter increases. Next, the unequal density of the shot, nearly obviated in large shot by the care necessary in their manufacture. Next, the angular difference between the line of egress of the shot and the axis of the bore, due to the bounding of the shot along the bore, diminishing with the proportion the windage bears to the diameter of the shot, and therefore almost nothing in large guns, while, the weight of the shot increasing as the cube of its diameter, the mass upon which these diminishing causes of error have to operate, is increased in a most rapid ratio.

This greatly increased accuracy and the range at which the Navy was enabled to bring its fire to bear, made the silencing of the artillery of Fort Fisher certain. Had the means for near defence and for the defence of the ditch been, as they should have been, perfectly distinct from those employed for the development of its aggressive power, the silencing of its guns would have been very far from leading to its capture. The only obstacles in the way of assault were two—a palisade and a series of torpedoes. The bombardment of the fort made numerous gaps in the palisades, and fortunately cut all the wires leading to the torpedoes, thus very much simplifying the work of the assaulting columns, naval and military. The use which the Rebels made of their bomb-proofs as retrenchments illustrates what would have been the result of a good entrenchment, and how much it would have increased the difficulties and the casualties of an assault. It is evident, too, that had the defenders been detained for any length of time under the fire of the fort, while removing obstructions undestroyed by the bombardment, the success of the assaulting parties would have been most doubtful.

In applying the lessons of these cases of harbor defence to our immense coast line, the points which they have developed, in addition to those already pointed out, are chiefly and briefly these:—

I. The sites of forts must be so selected as to prevent the massing of too great a preponderance of artillery upon any small portion of the works. This can only be done by constructing the forts farther from deep channels, or by successfully obstructing these channels—and it is necessary, in all cases, to support such obstructions by good auxiliary floating defences.

II. It seems impossible to secure a preponderance of artillery on the shore side, as the Monitor system permits the carrying of cannon of almost any weight which we can conceive of being constructed at present. It becomes, therefore, important to increase the protection of guns on shore, and in positions such as Fort Fisher, intermediate between those where iron forts are imperative, as at Sumter, or where sand forts suffice perfectly, as at Wagner. This will probably be best accomplished by the use of iron in the mouth of the embrasure.

III. Very much greater care must be taken to prevent the assault of sea batteries than has hitherto been done. A central work, commanding the interior of the forts, and covered by a bombardment from their fire, would generally be the most perfect means of accomplishing this.

IV. The question of subaqueous defence demands the most careful series of experiments. There is no point to which the attention of our Navy Department ought to be more immediately turned. The stationary torpedoes of the Rebels have not been, upon the whole, successful, considering the comparative number of failures. Obstacles such as those used in Charleston Harbor are inapplicable to wide channels, and to channels which must be kept open for navigation. The torpedo-boats are as yet untried.

Pointing out the scientific causes of the failure of the defence of Fort Fisher cannot detract from the skill and daring of the successful bombardment and assault. Had the work been impregnable, as it would have been, if constructed on the principles we have pointed out, then the attack would indeed have been, as BUTLER said, a useless waste of brave men's lives. But a skillful soldier detects when an oversight or a weakness in the enemy warrants him in trying an assault. Assaults are always costly in life, but are sometimes warrantable in this, that they may accomplish in a day the work of months, and that time is frequently worth many lives by saving many.

THE FIGHTING OF TROOPS.

NO. V.

A WELL-EXECUTED *bayonet charge* is among the most difficult things, if much ground is gone over. By well executed we do not mean merely boldly carried out, but at the double quick and in perfect line. Again and again have our men broken the enemy's ranks with the bayonet (we may refer, among other instances, to the — Connecticut at Cedar Mountain), only to find themselves in such disorder from the movement as placed them at the mercy of their opponents.

In this connection, it may be remarked that a greater or less number of companies (two, if there be only one battalion making the charge) should be in column, one-half of them in rear of each flank. The object of this is that these companies in rear, so soon as the enemy's line is pierced, may wheel outward, and, charging bayonet, roll it up right and left. Meanwhile, the main line is halted, and, according to circumstances, aids in furthering the attack, or makes arrangements for a retreat by the *wings* alternately, or, if not exposed to artillery, in column doubled on the centre, the companies that were in column rallying upon the others.

Should a second line of the enemy be formed immediately behind the first, the main body which has halted should immediately throw what are now (the others being employed in pushing the enemy's first line right and left) its flank companies into column, and, without a moment's hesitation, again charge bayonet. Everything will depend on the coolness of the officers and the power they possess of halting their troops. The former will, however, be useless and the latter impossible without active non-commissioned officers.

Drum (or bugle) signals, as spoken of in a former article, are of the utmost importance in a bayonet charge—the drums beating a double quick, until the line has approached to within some thirty yards of the enemy, then giving a signal for the final rush, next the regimental signal and halt. If a small guard had been detailed as proposed, the music would be under its charge.

It is expected that, in case of retreat, arrangements will be made by one's own line or reserve for protecting it. If this cannot be depended on, a special *support*, if only of one company, should be left for that purpose.

The only trustworthy way of preserving the alignment in a bayonet charge is by the *touch of the arm*, a thing not always attended to by our volunteers, who too often march principally by the eye.

One hears officers on the march or in a charge command, "Dress to the right," etc. Did they mean keep the touch, they would command, "Guide right," etc. The object is simply to preserve the *cohesion* of the line as such, even if crooked. The dress is of very secondary importance.

One could wish to hear the report of a competent inspector as to how many regiments march by the touch. Yet the eyes are needed for something else than keeping the alignment; very certainly, they will not be used for that purpose when near the enemy's line, and the only way of freeing them for their proper uses is to "set the men up" so that the body of each may adapt itself to the general swaying motion of the line right or left at each step.

A bayonet charge must be simply a bayonet charge. A line may *advance*, *halt*, *fire*, and *advance again*; but, from the moment the men understand that the "charge," although only the preliminary double quick, has begun, no halt must be made, and nothing used but cold steel. To do otherwise is like causing cavalry to fire mounted. It not only destroys the "elan," and with it the shock, but the aim is sure to be unsteady and any fire which may be given worthless. In such a case, if the opponent understands the juncture, he will at once charge, without waiting to return the fire.

It is to be recollected that the proper movement, when in any case (by surprise or otherwise) the enemy may be very near, is, in nine cases out of ten, to charge bayonet, and that without firing. This may be done to the front, or (after wheeling) to the flank, or (after an about face and wheel) to the flank and rear. If it is a surprise, the enemy certainly has the first chance to fire, and it will be better to spend the time in closing with him than to lose it by doing what has a much inferior *moral* effect. There is a similar objection to firing just before the charge, namely, that unless, from peculiar causes, the smoke clears at once, it veils the view of the advancing line from the enemy, and diminishes the moral effect, which, like that of a charge of cavalry, is three-quarters of its force. It needs not to be added that, when the enemy hesitates, looks wild, and his officers seem very much excited, if near enough, charge bayonet. The old Romans had no fire-arms, but their short swords carried everything before them. So, at the present day, can the bayonets of brave men who know how to use them. The fire of an enemy is like the parapet of a fortress—once surmounted, good troops are just beginning to have a fair

chance. Were the idea of *closing with the enemy* more inculcated, we should hear less of panics from any cause whatever. We have two excellent manuals of the bayonet, McCLELLAN's and KELTON's. It is to be regretted that, from a difference in the nomenclature of the parries, either one is unintelligible to the student of the other.

The distance from which the charge should be begun is a matter of much importance: 150 to 200 yards is the *utmost* which should be attempted under fire, and, with a tolerably steady enemy, even this will perhaps be found too much.

Of course, the proper defence against a bayonet charge is a *counter-charge*. This, for the reason given above, should be undertaken *without firing*.

A body of infantry called upon to receive an *attack of cavalry* need fear nothing except from being first broken by artillery, or from a second line of cavalry coming on so near after the first that they have no time to reload (the last no common occurrence). Here the bayonet is but of secondary importance. An old cavalry officer writes something to this effect: "If, after giving their fire, you see the infantry poking about with their bayonets, take the opportunity to charge (or charge again); but, if you see them coolly reloading, *take care*."

The firing against a charge of cavalry should be always by volley, and care should be taken that not a musket be aimed without command. The objections previously made to volley firing do not apply when the enemy is in motion, and therefore cannot himself fire with effect, or when, as in the defence of breastworks, one's own men are covered. Its great advantage is, that the men are kept in hand. To repel any skirmishers the enemy may send forward in hopes of drawing the fire, a few good marksmen should be kept ready. It is of great importance that the chief of a battalion should know his best shots and have them available when wanted. It is well for the officer to fix in his eye beforehand the spots of ground where, when the cavalry have reached them, he will give the commands, "Ready, Aim, *Fire*." The distance from the last should not be greater than thirty paces (that is, not one hundred feet). The fire can scarcely come too late if the wounded horses be not left kicking in the ranks, and it is a good plan to count one, two to one's self between the commands.

The theory of reserving the fire to so late a moment is this: First.—The riders are continually expecting it, and there is always a large number among them whom long expectation makes nervous. Even a few shots received will abate this nervousness, dead silence increases it. The horses also do not fail to recognize it in their riders, and the pressure in the ranks is increased so that men are thrown out, or, if not, the pressure creates difficulty in gathering speed for the charge since the more rapidly the horse moves the more space he requires in the ranks. Second.—The horses care nothing for the bullets; what stops them is the flash and noise; these, however, do have a great effect. It is well to aim directly in the faces of the animals, but not too high; there is in this way as good a chance as in any other of hitting the rider, and the full effect is produced upon the horse. Horses under terror always wheel in upon each other, and this materially checks the advance.

Instances are easily brought forward in which cavalry have broken through and ridden down infantry, but it may be doubted that any can be adduced in which, without the assistance of artillery, cavalry has broken into a line of infantry when it delivered its fire coolly and at *close quarters*. A battalion 240 strong, and made up of the remnants of two battalions, under the Prince Augustus of Prussia repulsed near Prenzlau, in 1806, every attack of the French cavalry until the horse artillery came up. VON SCHRECKENSTEIN gives the Prince's own relation "They," his men, "had been almost continually on the march for forty-eight hours and had had little to eat. The hostile cavalry (dragoons) were at first 1,000 to 1,200 strong, and afterwards reinforced to about 2,000. My battalion was in three ranks, of which the first kneeled and charged bayonet. So far as I know, the first rank did not fire a shot, and the second and third ranks did not fire until the cavalry were within twenty or thirty paces. Seven attacks were repulsed, and during the time we marched several miles." At last two horse-batteries came up, but even then it was only after round upon round of canister had been poured upon them that they were finally overcome. The Prince adds that from ten to twenty horses were stretched in front of the ranks at each attack. There seems therefore to have been no want of spirit in the charge made upon them. Much stress is laid upon cavalry charging in successive lines, so that the first having drawn the fire of the infantry, the second may break through. It seems doubtful, however, that lines of cavalry ever follow each other so closely in column, as to leave a cool infantry no time to reload. VON SCHRECKENSTEIN says: "Although my little experience during five campaigns, does not justify a decided opinion, I may say as regards close columns of cavalry, that in the battle of the Moskwa (1812) more than fifty regiments of cavalry fought where

"I could see them, and undertook many attacks upon mass—es of infantry. During the time I saw not one attack in "really close column of squadrons. The brigades of cavalry "attacked, each on its own account, in column certainly, "but the regiments following each other at great distances, "and very few regiments in open column or squadrons."

It is for the possibility of one attack succeeding another too rapidly to allow time for reloading that three ranks are useful; not for their bayonets, but that the first rank may reserve their fire and give it kneeling if called for. Still better is a reserve behind the line or within the square.

Forming a square is objectionable because it gives so good a chance for artillery, but when infantry is threatened by cavalry on all sides it must be done; still one thing may be remembered—from a direction in which there is not at least fifty yards in which to gather speed for the charge, there is little to be apprehended from the mass of riders in any cavalry. Indeed infantry in groups may keep them off.

CAISSENS FOR SMALL ARM AMMUNITION.

During the course of the great war in which the country is now engaged, the material of the three arms, artillery, cavalry, and infantry, has from time to time received such modifications and improvements as experience in active service has suggested.

The manner of transporting the ammunition for field artillery, and supplying it during an action, was adopted for our Army from the European practice, previous to the Mexican war.

Each piece of cannon has carried on the fore axle of its carriage, from forty to fifty rounds of ammunition, and is followed by another carriage, on which are three chests, each carrying as many more; so that each gun is immediately attended by nearly two hundred rounds. These carriages, called "caissons," constitute the first reserve of artillery ammunition. The second reserve is, in our service, carried in wagons drawn by mules.

Cavalry and infantry soldiers carry in their boxes twenty-eight and forty cartridges respectively, and, when advancing to meet the enemy, this number is increased by twenty, to be carried in the pockets of the men. Should there, however, be a few hard marches previous to an engagement, these last twenty (particularly with new infantry), are often thrown out by a large proportion of the men to lessen the load, at that part of the day's work when the "last feather" begins to tell. The numerous instances reported in every serious fight during which brigades and regiments are withdrawn, in consequence of the early expenditure of their ammunition, confirms this statement.

The present method of replenishing the boxes of troops who have thus fallen back, is to pack the led mules of the ammunition train which is parked with or near the second (artillery) reserve train, necessarily at some distance from the immediate field of battle, and the time which elapsed before ammunition is obtained and issued, as a general rule, loses for the day the services of those thus withdrawn.

To obviate this inconvenience, and to rapidly and effectively serve ammunition to cavalry and infantry under all the circumstances of a battle field, on all kinds of roads, over heavy and closely wooded country, it is proposed to give to these two arms, a *first reserve* of small arm ammunition to be transported in caissons, drawn and driven as in the artillery.

The carriages should be the same as for the caissons of the light 12-pdr. The chests should have the following capacity :

LIMBER BOX.

oo
Twelve ammunition boxes, each containing 500 rounds of small arm ammunition. Total 6,000.
oo

REAR BOX.

oo
Twenty-four ammunition boxes, each containing 500 rounds small arm ammunition. Total, 12,000.
Two pairs of pack saddles and racks in the lid.
oo
Weight when packed, forty cwt.

Should these caissons be adopted in the proportion of one-third of the wagons now used for the same purpose, on a train of seventy-two ammunition wagons there would be twenty-four caissons to constitute the first reserve, and forty-eight wagons drawn by mules for the second reserve.

The detail for the first reserve would be, caissons, 24; drivers, 72; ordnance-men, 24; horses, 144; rounds of ammunition carried, 432,000.

In the English service, the first reserve for small arm ammunition is attached to the batteries of divisions, and

is under the charge of an artillery officer, as in our service it would be subject to the orders of the chief of ordnance. Their second reserve (also caissons) is in charge of the artillery, which have the care of the reserve gun ammunition.

The paramount advantages of the caisson over the Army baggage wagon are so obvious as not to require to be particularly designated to military men. To state them generally:—The ammunition will always be near the troops; and can follow them in every place where two horses can walk abreast; the carriages do not upset; they can turn in the narrowest road, and will not obstruct the march of the column by stalling or being caught by the limbs of trees.

The led horses can at once be packed, whilst the limber goes to the front with its ammunition.

The benefits of the proposed system will apply in a greater degree to those organizations carrying the repeating arm, like the new corps of General HANCOCK, where the cartridges are soon exhausted, and require to be rapidly replenished.

The subject is presented for the consideration of military men.

GENERAL McCLELLAN.

(From the British Army and Navy Gazette, February 11.)

GENERAL McCLELLAN has, we believe, left London for Paris, and those officers who were desirous of showing any attention to him in their power, as a mark of their appreciation of his courtesy while they were visiting the camps under his command, have had no opportunity of doing so. The General is now ten years older, and many years wiser, than when he wrote his remarks on our army in the Crimea; and as he has come over to study the progress of arms and military matters in Europe, as well as for the private reasons of which we regret to hear, he will do well, perhaps, to look a little closely into the system under which a larger army than that of any power in the world, except, perhaps, Russia, is administered and ruled by the Crown. He will find a good deal to astonish him when he has mastered the details of the elaborate machinery of Horse Guards, War Office, and India Office, and studied the functions of the Sovereign, of the Parliament, and of the Commander-in-Chief, and of the Secretary of War, and the Secretary for India, in relation to the soldier and to his service. Whether he will admire it all is more than we can predict. When the youthful Captain of Engineers was criticising our performances against Russian earthworks, how little he dreamed that he would be, in less than a decade, at the head of a larger army than France, or England, or Russia had in the field in that peninsula, and that he would be treated by the exaggerated enthusiasm and hope of the hour as the "Young NAPOLEON," who was to crush to the earth the tremendous revolt against the American Union of so many sovereign States of America. As little did he dream that, as TODELBEN could have imagined in the fame he would achieve in the city of the Chersonese, when first he walked through its streets, without any consideration, or authority, or reputation. If the American will ask the Russian what he thinks of our army and military resources, he will perhaps find that they are not so undeserving of attention as he thought in 1856, and appears to think in 1865.

ARMY AND NAVY PERSONAL.

MAJOR-General Sickles left Panama for Bogota, on the 24th of February.

MAJOR E. A. King, A. A. General of Major-General Augur's staff, has been promoted to a lieutenant-colonel.

MAJOR-General Lew Wallace and staff have arrived at New Orleans.

BARRET Brigadier-General Edwards, lately commanding at Harper's Ferry, has been assigned to command a division of the Sixth Army corps.

COLONEL J. P. Elliston, lately Post Quartermaster at Washington, has been transferred to Chicago in a similar capacity.

MAJOR John C. Broach, of the Fourteenth Connecticut, who was severely wounded in the engagement at Hatcher's Run in October last, has been appointed paymaster.

MAJOR-General Steele is stopping at the St. Charles Hotel, New Orleans. It is said that he will be assigned to a command under Major-General Granger.

A NEW Orleans newspaper says that Colonel Dean, of the Fifty-eighth United States (colored) infantry, was killed on the 12th February, while on an expedition from Helena across the country to St. Francis River.

MAJOR John C. Anderson, attached to the staff of Major-General Foster, has been brevetted lieutenant-colonel for gallant conduct in the late campaign of co-operation with Major-General Sherman.

COLONEL Chas. L. Pierson, of the Thirty-ninth regiment Massachusetts Volunteers, has been honorably discharged from the service, on account of wounds received while in service.

MAJOR-General Canby has ordered the reorganization of the Thirteenth and Eighteenth corps. Major-General Gordon Granger will command the Thirteenth and Major-General A. J. Smith the Eighteenth.

CAPTAIN Thomas B. Hunt, A. Q. M., having been assigned by the War Department to other duties, has been relieved from duty as Military Harbor Master, Port of St. Louis, Mo. Captain L. S. Metcalf, A. Q. M., is appointed Military Harbor Master.

The following officers are announced on the staff of Major-General Curtis, Commanding Department of the Northwest: Major C. S. Charlot, Assistant Adjutant-General; Major S. C. Curtis, Second Colorado cavalry, A. D. C. and Judge-Advocate.

CAPTAIN and Brevet Major J. Henry Sleeper, of the Tenth Massachusetts battery, was discharged and mustered out of the service February 27, at the expiration of his term of service. The battery is at present in command of First Lieutenant J. W. Adams.

A VERY interesting ceremony took place on Sunday, February 26, at the headquarters of Major-General Schofield, the occasion being the presentation of medals to officers and soldiers of the Twenty-third Army corps for merit in discharge of their duty and valor on the field of battle. The medals are of bronze, and were issued in accordance with the act of Congress rewarding bravery in battle. The following are the names of the recipients:—Captain J. V. Kelly, 104th Ohio; Captain J. H. Brown, 12th Kentucky; Corporal W. H. Hall, Company I, 104th Ohio; Corporal Joseph Davis, Company G, 104th Ohio; Private Abraham Greenwall, Company G, 104th Ohio; Private T. C. Gant, Company G, 104th Ohio; Private T. H. Ricksecker, Company G, 104th Ohio.

At a meeting of the standing committee of the United States Sanitary Commission, held February 24, 1865:

Resolved, That the United States Sanitary Commission, deeply convinced of the importance of providing from time to time, as its funds will allow, shelter and protection for disabled and discharged soldiers, will from this date consider itself authorized to devote any portion of its funds to this purpose; and that due notification be made of this resolution in the *Bulletin, Reporter*, and its usual advertising mediums.

J. FOSTER JENKINS, General Secretary.

No. 828 Broadway, New York.

COLONEL S. W. Noyes, of Nashua, N. H., in the illumination of his house on the evening of 22d February, used Rebel candles captured by our Army in Fort Morgan, Mobile Bay, Alabama. The candles were sent him by his son, Captain Noyes, of Major-General Gordon Granger's staff.

In the last Edinburgh *Review*, there is an elaborate dissertation on the "Last Campaign in America," in which the writer gives no unstinted praise to our leading generals. Referring to the sneers with which little minds used to speak of the war in America, he says:

"The year has closed upon a series of operations so vast in design and so interesting in detail that it may be broadly asserted that modern warfare affords none more profitable as a study when viewed with due reference to the conditions of the struggle. And the main particulars are already made known to the world through reports, public and private, as vastly superior in accuracy and clearness to the wild extravagances which filled the American journals of three years since as WELLINGTON's dispatches to NAPOLEON's bulletins. The New York weekly paper named at the head of this article (the ARMY AND NAVY JOURNAL), has alone more honest and painstaking information as to the current campaigns than the whole press of the North and South contained in the days of POPEN and McCLELLAN. The correspondence of one of the chief generals, SHERMAN, will certainly bear comparison with anything of its class which modern military literature can produce, whilst others are not far behind him."

THE following appointments and promotions to be field officers are announced by the Governor of Massachusetts:

Captain Franklin B. Mirick, of Chelsea, to be Major, Thirty-fifth Regiment of Infantry, November 14, 1864, vice Hudson, promoted.

First Lieutenant Thomas S. Wright, of Chelsea, to be Captain, November 14, 1864, vice Mirick, promoted.

Lieutenant-Colonel Francis Washburn, of Lancaster, to be Colonel, Fourth Regiment of Cavalry, February 4, 1865, vice Rand, discharged.

Lieutenant-Colonel Horatio Jenkins, Jr., of Chelsea, (Fortieth Regiment Massachusetts Infantry,) to be Lieutenant-Colonel same regiment, February 4, 1865, vice Washburn, promoted.

Lieutenant-Colonel Charles Francis Adams, of Quincy, to be Colonel, Fifth Regiment of Cavalry, February 15, 1865, vice Russell, discharged.

THE Board now in session at Springfield, for the examination of small arms, &c., have decided to reduce the calibre of small arms from fifty-eight and fifty-four to fifty, which reduces the weight of the ball one-third, thus making an important saving of lead in the ammunition and reducing the weight necessary to be carried by the soldier. THE Springfield *Republican* says: "The Board appointed by the Secretary of War to examine and test breech-loading arms for infantry and cavalry service will reassemble at the armory on Wednesday of next week, when inventors will do well to bring forward their guns, as this is probably the last opportunity they will have to contend for the prize to be given to the inventor of the best breech-loading musket and magazine carbine."

HEREAFTER all members of brigade bands, when found unfit for duty, instead of being transferred to the Veteran Reserve Corps, will be discharged the service of the United States on the usual certificate of disability. All members of brigade bands who have been transferred to the Veteran Reserve Corps, and are now in that corps, will, if found upon proper medical examination to be unfit for further field duty, be discharged the service of the United States.

THE Coast Survey have added to their series of valuable maps, several illustrating the present military situation as developed by General Sherman. Among them is a map printed in colors, showing the line of General Sherman's march against Atlanta, with that of the flanking force under McPherson. Also, maps of middle Georgia and North and South Carolina. These maps are for sale by Mr. D. Van Nostrand, New York.

By a typographical error in our Army Gazette of February 18th, Colonel J. Jourdan, brevetted Brigadier-General, was referred to as colonel of the 168th instead of the 168th New York Volunteers.

NAVAL REGISTER.

The Editor will be glad to receive for this department of the JOURNAL all interesting facts in relation to vessels of the Navy suitable for publication.

AGAMEMNON, double-turret iron-clad, (new) 1,500 tons, 4.—Fitting for sea at Portsmouth.

COLOSSUS.—This vessel, a new "tin-clad," has arrived at Mound City from Cincinnati.

CINCINNATI, iron-clad, has left Mound City with the Osage, iron-clad, for the Gulf where both are expected quickly to make an honorable record.

CARRIAGE, screw, 2, captured the new blockade-runner Deer in Charleston Harbor on the night of February 18. The Deer got part way in when, discovering the fleet to be so far up the harbor, her captain suspected something, and attempted to run the vessel out again, but she ran ashore. It was her first trip. Her cargo consisted principally of liquors.

CORROOOGOK, screw sloop, (new) 2,200 tons, 8.—At Portsmouth. Though carrying a moderately heavy armament, it is understood she is more especially intended for the mail service.

DESDERBES, iron-clad, 10, 6,000 tons.—The completion of this vessel, delayed by the advance in prices of material and labor, will now be hastened, Congress having granted the necessary relief, and the launch is not far off. Her keel was laid at the same time as that of the *Dictator*, which has been in commission several months. The engines are building by John Roach & Son, Etna Iron Works, New York City.

FRANKLIN, frigate, (new) 3,084 tons, 50.—At Portsmouth.

FLAG, screw, 8, arrived at Brooklyn February 17.

GRAND GULF, screw, 11, sailed from Brooklyn yard March 1.

HARVEST MOON, paddle-wheel, 8.—The Massachusetts from Charleston to Boston, brings intelligence of naval movements of considerable im-

portance in South Carolina. Our fleet on the coast, relieved at last from blockading duty, has turned its attention to offensive operations. The first of these, directed by Admiral Dahlgren, on board the *Harcet Moon* as flagship, was against Georgetown, a port on the Santee, about 45 miles from Charleston, and said to have been of some importance in the days of blockade-running. On the 25th ult., the expedition started up the river, and after passing and capturing unimportant batteries, attacked Fort White, which, after a hard bombardment, was captured, with its armament, eighteen guns. Our loss in the fight was small, and none of the vessels received any damage. After the fall of the fort a detachment of sailors and marines was landed and captured Georgetown. The Rebel infantry made no resistance, but the cavalry made a charge on our men while in the streets. They were repulsed with a slight loss, ours being but one—one of the crew of the gunboat *Catalpa*. On the morning of the 1st of March, as a portion of the fleet was returning, the flagship was blown up by a torpedo. Happily but one—the wardroom steward—was killed. Several were injured, but not seriously. Admiral Dahlgren escaped unharmed. His ship now lies in fourteen feet water. We captured, throughout our operations, some prisoners, but their number must be inconsiderable as it is not stated.

HARTFORD, screw sloop, 28.—This vessel, lately Admiral Farragut's flagship, with several others, as the *Colorado*, 52, *Minnesota*, 48, *Brooklyn*, 26, *Fowltan*, *Kearny*, &c., mostly at the various yards repairing damages received in long blockade service, are reported to be destined for foreign waters. The *Hartford* is put down for Brazil and the *Brooklyn* for the East Indies.

HORACE BEALS, barkantine, 2, arrived at Brooklyn February 28.

INO, ship, 11.—Acting Volunteer Lieutenant Charles A. French, of this ship, writing to the Department from Tampa Bay, January 31, gives an account of an expedition of a boat's crew under his command up the Manatee River, by which a boatload of cotton and a lot of sugar were captured.

ILLINOIS, screw, 2,200 tons, 20.—On the stocks at Portsmouth.

IAQQOOR, bark, 9, Commander C. R. P. Rodgers, was at Cape Town, January 10, and was to sail immediately in pursuit of the privateer *Shenandoah*.

KREMLIN, bark, which commenced loading shot and shell at the Charlestown Navy Yard for the fleet off Charleston, was ordered to discharge cargo, there being no need of the ammunition.

KENSINGTON, supply, 4, Acting Master John E. Rockwell, arrived at New York, 7th, from Port Royal, 3d. The health of the South Atlantic squadron is good.

LANCASTER, flagship, screw, 30, was at Panama, February 13th.

MAHAWA, paddle-wheel, 8.—The schooner *Delta* under English colors has fallen a prize to this vessel near Bay Port, Florida. She had a cargo of pig lead and some cases of sabres.

MEMPHIS, screw, 7, left Charleston bar on the 21st ult., and arrived in New York on Sunday 26th. She has been out about twenty months, and has had steam on for 300 consecutive days. She will be docked for repairs at the Brooklyn Yard. She brings as passengers Commander Wm. Reynolds, commanding Naval depot, Port Royal; Acting Ensign P. Fagan, Acting Ensign A. A. Franzen, and seven of the officers and crew of the blockade-runner *Dear*.

MIDNIGHT, bark, 9.—Acting Admiral Stribling, of the East Gulf squadron, reports that on the 1st of February an expedition left this vessel to destroy the salt works on West Bay. The expedition returned on the 4th, having destroyed the works of thirteen thousand six hundred and fifteen gallons of boiling power, besides seventy bushels of salt and one hundred and twenty-five barrels of Epsom salts.

MINNETONKA, screw sloop, 2,200 tons, 20.—On the stocks at Portsmouth.

MINNESOTA, frigate, 48.—At Portsmouth. It is reported she is fitting out for foreign service. Lieutenant George M. Welles, lately of the *M.*, has been detached, and is ordered to the marine barracks at the Portsmouth Yard.

MERRIMAC, paddle-wheel, 6.—A Board of officers convened on board the receiving ship *North Carolina* at the Brooklyn Yard, March 2, to inquire into the recent loss of this ship.

MONTICELLO, screw, 7.—Acting Master C. M. Pettit, arrived in Philadelphia March 3, in charge of some prize cotton.

NATIONAL GUARD, storeship, 1, is loading and fitting at Charlestown Navy Yard for Norfolk; it is understood.

PHILADELPHIA, paddlewheel, 2, Admiral Dahlgren's flagship. At Stone Inlet. Acting Master William T. Gillespie, late in command of the United States bark *Brasiliere*, has been ordered to the command.

PRINCESS ROYAL, screw, 7.—First Lieutenant C. E. McKay with a boat's crew recently cut out and destroyed the large iron blockade-runner *Will-o'-the-Wisp* near Galveston, Texas.

PASSACONAWAY, double-turret iron-clad, 8,200 tons, 4.—On the stocks at Portsmouth.

PICATAQUA, screw sloop, 2,200 tons, 20.—On the stocks at Portsmouth.

PINOLA, screw, 4.—Information has been received by the Department of the capture of a schooner loaded with cotton in the Gulf of Mexico by the United States steamer *Pinola*.

QUEEN, supply steamer, 7, arrived at Brooklyn February 23.

RATTLER, paddle-wheel, 8.—A new Court of Inquiry has left on the steamer *Fairy*, to investigate the misfortunes of this gunboat. Commander Bryson, Lieutenant-Commander May and Volunteer-Lieutenant Flye are members and First Lieutenant F. L. Church, U. S. M. C., is Judge-Advocate.

RODEO ISLAND, paddle-wheel, 12, Commander S. D. Trenborth, arrived at Hampton Roads, 3d inst, from Wilmington, 1st, bringing as passengers Rear-Admiral Porter and his son Lieutenant E. Porter, of the United States Army. They proceeded at once to Washington.

SEAHAWK, light-draft gunboat, 700 tons.—On the stocks at Portsmouth.

SEASUCK, bark, 5.—At Portsmouth.

SUFFIT, ship, 7, arrived at Brooklyn February 23.

SOUTH CAROLINA, screw, 8, is on her way North with 370 bales of cotton, taken from the *Cat*, a blockade runner, which was sunk off Charleston a few nights before the evacuation.

TIoga, paddle-wheel, 819 tons, 8.—At Portsmouth.

TREFOIL, gunboat, sailed from Charlestown Yard Sunday, March 5.

TUCUMANA, screw, 10.—Since the evacuation of Charleston the *Tucumana* has returned from the South to the North Atlantic Squadron. The iron-clad *Sangamon* accompanied her.

VANDALIA, receiving ship, Portsmouth Yard.—Commander E. R. Bowers has been detached at his own request.

VIRGINIA, screw, 7.—The sidewheel steamer *Acadia* is lying a wreck, riddled by shot and shell, from the United States steamer *Virginia*, six miles from Velasco, Texas, after several attempts to get into that port.

WACHUMA, screw, 10, sailed from Charlestown Yard, Sunday, March 5, for coast of China.

VARIOUS NAVAL MATTERS.

JUDGE COWLEY, of the staff of Rear Admiral Dahlgren, is about to publish *A History of the Blockade and Siege of Charleston*, concerning which he has had good opportunities to inform himself.

The Navy Department has received information of the capsizing of the launch of the U. S. steamer *Zemina*, near Fort Anderson, on the night of the 18th of February, by which William McDonald, seaman, John Lee, Pompey Gillmore, (colored), and Bunell Knight, (colored), all landsmen, were drowned.

The contrast of a peace and war basis in Government works is well illustrated at Portsmouth Navy Yard. From one of secondary consideration previous to the war it has come to be among the first in point of constructing and equipping requirements. More than 8000 names are upon the pay-rolls. A considerable portion of the labor of these employes being required by the outgrowth of old facilities in the new demands of material, model and machinery created by the war.

The friends of Master C. V. Morris, of the Washington Navy Yard, will regret to learn that he met with a painful accident on his return from the inauguration ceremonies on the 5th of March. He accompanied the Monitor, which was carried in procession down to the yard, and had just stepped off when the last charge was fired from the turret. Being in direct range of the port, standing sideways, Mr. Morris received a large portion of the charge of loose powder on the right side of the face and neck, inflicting quite a painful, though not a serious injury.

BLOCKADE running naturally received a stunning blow in the fall of Charleston and Wilmington. The steamers are leaving Nassau every few days for Havana in search of employment, and they carry out many passengers from among those who suddenly find their business at that place, where for a year or two they have been driving a lively trade, knocked from under them. There are now in the harbor upwards of thirty-five blockade runners lying idle. Their average cost was £40,000, or over \$400,000 each in greenbacks, representing a useless capital of over \$15,000,000.

The great prize case, arising out of extensive captures of cotton on the banks of the navigable rivers of Louisiana, in the spring of 1864, by the Mississippi squadron, then in command of Admiral Porter, has just been argued in the Supreme Court of the United States. The argument, which occupied several days, was very thorough, being opened for the Government by Mr. Ashton, Assistant Attorney General, and continued by Messrs. Corwin and Springer, of the Western bar, for the claimants. The case has been closed for the captors by Mr. Charles Eames, to whom the arrangement of the cause was entrusted, and in whose brief the government joined, through the Attorney General.

The Navy Department has received an official report from Admiral Dahlgren of our occupation of Georgetown, S. C., an account of which is given in our Naval Register. The report is dated Georgetown, S. C., February 28, flag-steamer *Harcet Moon*, in which he says: "Under date of 26th I apprised the Department that the Naval forces under my command had taken possession of Georgetown. As soon as the occupation of Charleston left my thoughts and means at liberty, I gave my attention to this point, as likely to be the preferable communication for General Sherman in case such became desirable before entering North Carolina. Accordingly I soon began to collect a suitable force from this station. The *McDonough*, *Geranium*, and two launches, were ordered into the Santee River, being the only craft of vessels which can pass the bar of the river. On the 22d the *Pawnee* was ordered to Georgetown, and all the marines we could collect were embodied in a battalion, the object being to pass up the Santee with this body of men, take the road to Georgetown that traverses the rear of the Rebel works, and assault it while the vessels attacked the front. The *infant y* was to be under the command of Commander Stanly, assisted by Lieutenant-Commander Williams. On the 23d of February the *Pawnee* crossed the bar and joined the *Mingo* and *Nipic* within, upon which the Rebels abandoned the battery. The *White* and *Mingo* steamed up the bay and took possession. The marines were landed, and the municipal authorities tendered their submission to the Government of the Union. The battery mounted 15 guns. Admiral Dahlgren calls the special attention of the Department to Lieutenant Stoddard, of the marines, who acquitted himself with credit; and now has command of the largest force of marines that has been collected together for some time. He did good service in the field with the marines of the fleet brigade at Bird's Neck, Tullinney. Commander Stellwagen, of the sloop *Pawnee*, in his report, says he has sent out a detachment of marines under Lieutenant Breeso, of the U. S. Marine Corps, to occupy the fort. He also says: 'I have directed Commander Creighon to proceed carefully up Black River, and have dispatched the tug *Catalpa*, with Lieutenant-Commander Henry and Ensign Glass, prepared to open communication by the Army code of signals with General Sherman, who is said to be some twelve miles off.' Admiral Dahlgren has issued an order for the maintenance of the authority of the United States in Georgetown. He first says: 'Conformably to the laws of the United States, slavery no longer exists within the limits of the Union. Persons residing there, who thus become freemen, will in future enjoy the fruits of their own labor.'

OBITUARY.

LIEUTENANT-COMMANDER CAMPBELL, U. S. N.

In Baltimore, on the morning of the 23d of February, Lieutenant-Commander MARSHAL C. CAMPBELL, U. S. N., late Instructor at the Naval Academy, Newport, R. I., in the 31st year of his age, a native of Mississippi.

Lieutenant-Commander CAMPBELL entered the Naval School at Annapolis on the 5th of February, 1850, and thus has passed fully half his life in the service of his country. Since first entering the Navy he has given all his time and energy to his profession, until within the last two weeks, when his health failed so rapidly that he was obliged to leave his station at Newport and return to his beloved mother. But health and life had been offered up on the shrine of duty, and he only returned to her to die. Simple and unpretending in his manners, he was beloved by his many friends as their embodiment of a refined, Christian gentleman, and his bereaved mother has many to sympathize with her in her loss of a devoted son. There were few in our Navy who were his superiors or equals in scientific or general knowledge, or in mental ability, and his conscientious discharge of all duties connected with his profession, so doubt hastened a death which is a serious loss to the Navy and to his country.

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

THE NAPOLEON GUN.

To the Editor of the Army and Navy Journal:

SIR:—Permit me to reply to your answer to my communication on the above subject, in your issue of February 18th. I will take up your points in their order, as follows:

1. You tell me that the calculation of the degrees upon the hausse, is made up to five degrees, and not up to six degrees (or six degrees one minute) because there is no necessity for using the *dispart* as an element in its graduation, or of deducting it, when numbering the degrees. Why is it, then, that each *hausse* is graduated up to six degrees?

2. That "the *sine* of the arc, and not the *tangent* is the proper measure." That has been my opinion long since; but I have the authority of Generals BARRY, FRENCH, and HUNT, as well as that of Colonel H. L. SCOTT, Inspector-General U. S. A. and of Colonel ROBERTS (Major Fourth regiment, U. S. A.), for supposing that the *tangent* is the proper measure. (See Field Artillery Tactics, page 27, Ed. 1864; SCOTT's Military Dictionary, page 459, Ed. 1864; ROBERTS's Hand-book of Artillery, page 17, Revised Ed. 1863.) On the other side, I have the authority of the Ordnance Manual page 133, Ed. 1862, for the assertion that the *sine* is the proper measure. The authorities in favor of the *tangent*, are not only superior in numbers, to those in favor of the *sine*, but the last editions of their works are more recent than that of the Ordnance Manual of 1862. They had, therefore, quite as much opportunity as I had of consulting the Ordnance Manual, and, notwithstanding, they all decide in favor of the *tangent*.

"Who shall decide, when doctors disagree?" Certainly, not a subaltern officer, and that officer a volunteer. Indeed, my principal reason for asking you about the graduation, was, in order that some competent authority might determine the conflict between the authorities.

3. "The manner of graduating the Pendleton (or Russian) hausse may be found in the Ordnance Manual (a copy of which should be with every battery), page 133, Ed. of 1861." Here, sir, I must join issue with you directly. The results of the calculations are given, but not the *modus operandi*. I think I know the contents of the Ordnance Manual, as well as any officer of my standing, and I defy any man on earth to ascertain the mode in which the graduations are found, from anything contained in that work, unless he has a competent knowledge of trigonometry. If I could show you my Ordnance Manual you would find the height of six degrees, calculated in pencil, under that of five degrees, as 6.898 inches, which I believe to be correct. You would also find, in the margin of page 133, a note of interrogation in pencil, opposite the word *sines*—to remind me that some authorities considered the graduations to be tangents. I am kindly referred to page 385 of the Ordnance Manual for the ranges of Napoleon guns. Sir, I know every range for those guns that has yet been published, as well for solid shot as for case and shell. I knew them when at Camp Barry, and I have carried them in my head ever since, though I see very many officers who carry them in their gauntlets; but you have not informed me of the only range I desired to know, viz., the mean average "point-blank" range of a Napoleon gun for solid shot, according to the American definition of point-blank, and point-blank range. Here I may observe further, that the ranges in the tactics, edition 1864, are miserably incorrect, particularly for case shot. If I were permitted to give a definition for the line connecting the top of the muzzle-sight with the centre of the journals of the hausse, in guns, in which the muzzle sight was equal to the *dispart*, I should call it the parallel line of sight; by which the student would understand that it was parallel to the axis of the bow, in every position of the piece.

You assert that the French and American definitions of point-blank range coincide in requiring the *line of metal* to be horizontal. Colonel ROBERTS, on the contrary, holds that the French definition differs from the American in requiring the *natural line of sight*, and, by consequence, the *axis of the bore* (according to his definition of "natural line of sight,") to be horizontal. My second reason for asking you the question about the mode of graduating the hausse, was, because I could perceive no difference whatever in length, between the various degrees upon it. I therefore concluded that each graduation was, *in fact*, though not in theory, the twenty-fourth part of the *sine* or *tangent* (as the case might be) of six degrees to a radius of sixty-six inches.

If I have been severe upon the "tactics" they certainly have been severe upon me. The errors in the definitions have caused us more trouble and annoyance than the hardest mathematical work I ever read. There would be very little difficulty in comprehending the chapter on pointing and ranges, if it were clearly written. But when we consider that this work forms the basis of instruction from lieutenants to N. C. officers, and from captains of batteries to lieutenants, I consider no language too strong to expose and rebuke the culpable negligence, which has permitted so many successive editions of it to go forth unamended, to the public. I consider that I am doing more than "indulging in certain criticisms." I am performing a public service; and most officers of artillery will agree with me in this opinion.

W. M.

IN THE FIELD BEFORE RICHMOND, VA., Feb. 25, 1865.

REPLY.

In answer to this second communication from "W. M.," we would briefly respond, following as near as possible the order of his questions:—

1st. That the *Pendulum* (by a mistake of the printer called in our article of February 18, the "Pendleton") *Hausse* may, of course be graduated up to any useful number of degrees. If to six degrees, the writer is correct in his calculation of 6,898 inches for that height.

2d. The calculation for graduating is easily made from the

table of natural sines in the Ordnance Manual, by multiplying the figures for parts of a degree and for degrees by 66 inches. If, on the writer's *hausse*, the height for six degrees is divided into 24 equal parts to obtain the quarters, there must be something wrong about it.

3d. It should have been mentioned in our former article that the *sine* is the proper measure only for the *pendulum hausse*, and this because it vibrates so as always to be a perpendicular to the line of sight, so long as this line is horizontal. For an *immovable hausse* which (in like manner as the *dispart*) always remains perpendicular to the axis of the bore, the proper measure is the *tangent*. In both cases, reference being made to that one of the two equal angles "formed by the line of sight and the axis of the bore," which opens toward the breach.

4th. The *table of ranges* is merely the *average* from a number of experiments. The strength of the powder, the density of the ball, the mode of loading, the manner in which the charge happens to ignite, and the state of the bore so much influence the range that each gunner must make a particular study of his own gun. "Tables of range only give a starting point for a series of trials," (whenever a fresh object is aimed at) "but, this starting point is most precious, since it saves time."

5th. As to "what is the point-blank range of a Napoleon gun?" "The blank" in older English means the mark, the centre of the bull's-eye; *le blanc* (the white) in French has the same meaning. Therefore "point-blank aim" or in French "tir de but en blanc" (the aim at the white) is a *direct aim*; as opposed, for instance, to that of a *mortar*, when, after aiming, the piece must be elevated. Such aim (at a point), with the *line of fire* and the *line of sight* both horizontal, can only be obtained, as it is in the English method, by "laying the gun by" side notches, viz.: "the lowest notch on the base ring and the notch on the side of the muzzle being brought into the plane of the object." This the English call point-blank, and its idea carried into common language probably creates some misapprehension. But, when the axis of the bore is elevated or depressed, the "aim at the white" will be where the line of fire cuts the line of sight. This happens (a), (for *dispart* elevation or depression) at some eighteen feet from the muzzle, a point-blank of no practical importance, and therefore neglected; (b), at another point, where the ball, descending from its upward flight, again cuts that line. *Dispart* elevation presents us with the first of a series of such points of aim, and therefore may perhaps be more particularly called "point-blank," but all the others, though obtained by an artificial elevation, are no less point-blank aims.

If it he attempted to find the point-blank range according to our own and the French definition, with the axis of the bore horizontal, its limit must of course be sought in a plane below the horizontal plane on which the wheels stand. There is little difference in the distance of the second point of intersection, for the same angles, whether the axis of the bore be elevated or depressed; but (we believe) a horizontal line of fire gives very variable results. Add this to the inconvenience of measuring below the horizontal plane of the wheels, and, although the French artillery tactics, 1847, say "that is more especially point-blank range when the axis of the bore is horizontal," we should prefer taking *dispart* elevation. To distinguish the ranges the first graze of the ball on horizontal ground might be called the "initial range," the others, with the axis of the bore elevated or depressed so many degrees, "1st, 2d, 3d, &c., point-blank ranges."

It will be observed that the Ordnance Manual does not profess to give point-blank, but "the first graze of the ball on horizontal ground." For the "initial range" this of course is no point-blank in our sense, but for the other ranges it is near enough to it; the only difference being what the ball may gain in falling below the horizontal line of aim.

The question for a gunner is, "In order to have the range of my ball, and a direct line of sight meet at the object so many yards distant, what degree must I take on my hausse?" The table of ranges gives a starting point for trial.

With the Napoleon gun the first (the "natural," or the "line of metal") point-blank range would be that for an elevation or depression of one degree six minutes. The only way of bringing the aim with the muzzle-sight within the definition is to represent it by a parallel line below the gun which will cut the line of fire for a first and last time. Since the object of all the arrangements in field guns is to have an "aim at the white," we cannot think it advisable to do away with the term "point-blank," as suggested by another correspondent.

6th. We think it unfortunate that the word muzzle-sight has been introduced into the definition of the "natural line of sight," and also, that the differing manners of measuring the pendulum (or Russian) hausse and the immovable hausse have not been explained in the books to which the writer refers; still, these aside, the artillery tactics are wonderfully plain reading.

It had been better, perhaps, to call a muzzle-sight which

does away with the *dispart* a "dispart sight."—EDITOR ARMY AND NAVY JOURNAL.

MEDALS OF HONOR.

To the Editor of the Army and Navy Journal:

SIR:—Can you tell me on what principle officers are excluded from receiving medals of honor, while the rank and file, and seamen under their commands, are allowed them?

In European countries medals are bestowed upon officers and men alike, when worthy. And these marks of personal professional character are more desired and *worn* than hereditary insignia. Why not, as England has done, establish a medal of honor, to be given to every one who has served three years in the present war, or who has been present at any one of the great military or naval battles, a clasp or clasp, bearing the name or names of the battles in which the hero has been a participant? There should be another and distinctive medal bestowed for signal acts of bravery.

That such medals are desired by our officers, soldiers and sailors, is shown by the great number of corps devices advertised, and now irregularly and unauthorizedly worn.

Though an officer of the Navy cannot by any bravery obtain a medal under existing laws, or be permitted to wear one, a seaman under him may receive one, and be promoted to the rank of an officer and retain and wear his medal. Is this right and just? No one—least of all myself—would wish to deprive the soldier or seaman of his well-earned honors; but it does seem to me they should be shared in by the officers. Medals are said to be a nation's *cheap* recognition for arduous service; but if so, they are none the less prized, and are certainly an incentive to exertion. When granted for personal merit, they are a republican institution.

NEW ORLEANS

GUNBOAT TRAFFIC ON THE TENNESSEE.

To the Editor of the Army and Navy Journal:

SIR:—An anonymous communication having appeared in your columns in your issue of February 18th, reflecting upon the commanders and officers of the gunboats in the Ninth (Tennessee River) District of the Mississippi squadron, in justice to them I will make a few remarks in answer to the false and malicious charges of "Officer," who is evidently a youth with a wonderful propensity for the marvellous, and a perfect "Munchausen" for elevating mole-hills into mountains.

He remarks first:—"I found numerous instances where officers of the United States Navy had supplied provisions to people living on the banks of the Tennessee River." Referring to this assertion:—At Perryville, Tenn., there resided during last year a widow lady by the name of H. This lady was the first to bid our gunboats welcome, and to extend her hospitality to Federal officers after the fall of Fort Henry, and ascent of the river by the United States forces. Her son was hanged by the neck for refusing to divulge the whereabouts of Union citizens, until nearly dead. Firm and unswerving in her loyalty, she was always glad to receive the supporters of our Union at her house. When General FORREST crossed the Tennessee last fall, this lady was compelled to provide entertainment for him and his hordes of half-starved Rebels. Under the effect of so much bodily labor and mental suffering, she sickened and died. This person was one of the parties the gunboats of the Ninth District, by permission of the divisional commander, were permitted to exchange family supplies, viz., coffee, salt, sugar, &c., for articles of food which could not be purchased for money, such as fowls, eggs, milk, &c. Frequently she had occasion to send to Paducah for a few of the necessities for household use. Permission, as far as I know, was never refused. So much for East Perryville, the first so called trading station. A short distance above Perryville are Brownsport and Cedar Creek; the former a "locale" of a number of negroes formerly owned by a Mr. WALKER, a highly respectable citizen of Nashville, Tenn., and employed in working his iron furnace. Gunboats of the Ninth District frequently trade small quantities of coffee and salt for supplies required for mess use, of the same nature as at Perryville. At Cedar Creek are the wives and daughters of many soldiers in our Army. Exchange for mess requirements has been made here. At Clifton is a military post. When occupied by Federals, quite frequently officers and privates have sent out of the river by gunboats for such articles as they required, no transport or other opportunity occurring. Craven's Landing, the next point of importance, has usually furnished largely to the requirements of the messes on the boats. The citizens are considered as loyal as any in the United States. Mr. CRAVEN has, at the present time, a steamer on the river collecting cotton, and convoyed by a United States gunboat, the *Fairplay*. At this point, last winter an efficient corps of home guards kept the neighborhood clear of bushwhackers and guerrillas. These soldiers were supplied with ammunition from the gunboats, and were permitted to barter their surplus supplies of eggs, chickens, &c., for such articles as they had no other means of procuring. At Savannah, a citizen who has lost an arm by guerrillas, and several families who have or did have in our Army, until they fell by the bullet of the foe, brothers and fathers, have been supplied in the same manner. One other point above Savannah, Moore's Landing. Mr. MOORE has never been accused of disloyalty. He has occasionally bartered eggs and poultry with the gunboats, and in his vicinity are several wives and sisters of soldiers in SHERMAN's Army, who have been also permitted to trade, as your correspondent, yclept "Officer," remarks.

So much for the trading of the Tennessee gunboats. What has been done by other steamers, I know not. If, however, any operations on the huge scale your correspondent mentions have been made, the gunboats belonging to the district wash their hands of it, and I cannot but believe the credulity of the "recent visitant" of the Tennessee River has been sadly imposed upon. We who are old officers in the river, who have battled alike disease and the foes of our country, can see no blot on our own fair fame in supplying the widow, wife, father or brother of our comrades in the Army or Navy, either gratuitously, or

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when preferred, by barter, with such luxuries as we, from frequent trips to places where they are procurable, enjoy ourselves.

Regarding the statement that thirteen barrels of salt were rolled off a gunboat in the Ninth District. There is, at present, but one gunboat regularly belonging to the District, running on the river, and I deny "in toto" any such transaction having ever occurred, and it is equally false that \$30 a barrel was ever received for any such quantity of salt.

Your correspondent evidently "draws the long bow."

No *domestics* have ever been taken up the river by any boat belonging to the Ninth District. No officer ever cleared \$5,000, or any amount of dollars beyond his mess bill, for a month or two in the Ninth District.

No officer in the Ninth District has ever treated the enemies of their country to any other testimonials of friendship than grape, canister, shell, shrapnel, and round shot, which they *cheerfully* "scatter broadcast," whenever opportunity occurs.

In conclusion, "the poor production" of your unsophisticated correspondent will have the effect to elicit modest and truthful replies, refuting any and all calumnious slanders derogatory to the honor of the flag and the officers of the boats formerly and now serving their country on the Tennessee River.

GUNBOAT, Ninth District.

OFF PADUCAH, Feb. 23, 1865.

THE CAVALRY AT HATCHER'S RUN.

To the Editors of the Army and Navy Journal:

SIR:—In an account of the operations of this Army at the time of the Hatcher's Run fight, published in your issue of the 11th of February, under the heading "Campaign in Virginia," you cause it to be implied that the cavalry, while on the left of the general line, was driven back. This is a mistake. *The cavalry was not driven back*, but held its own all the time. I have been requested to ask you to rectify said error. Very respectfully, &c., &c.,

THEODORE C. WILSON,
Cor. N. Y. Herald.

CAVALRY CORPS.

ARMY OF THE POTOMAC, Feb. 22, 1865.

THE LIGHT-DRAUGHT MONITORS.

LETTER OF CHIEF ENGINEER STIMERS.

PARKER HOUSE, BOSTON, MASS.
February 18, 1865.

To the Editors of the Boston Daily Advertiser:

I observe in the columns of your valuable journal of this date a telegraphic dispatch from Washington, giving an account of a discussion in the United States Senate upon the light-draught iron-clads, in which my name was prominently mentioned. If the account of your correspondent is correct—and I have no reason to doubt it—the Navy Department will certainly have to yield the palm to Senator WADE for ability to perpetrate mistakes. It would appear that whoever blunders in relation to those vessels, I am brought to grief, and between the nether millstone of the friends of the Navy Department and the upper one of its enemies I get pretty well ground up.

I never testified that the light-draught Monitors were built under the direction of a board of three officers, of whom Mr. ISHERWOOD, chief of the bureau of steam engineering, and Mr. LENTHALL, chief of the bureau of construction, were members.

I told the Committee on the Conduct of the War that the light-draught Monitors were originally designed by Captain ERICSSON, and the design, with a letter forming a specification for their construction, was sent by him to the Secretary of the Navy; that two or three weeks afterwards I had occasion to visit Washington on duty, and I asked Mr. FOX if he had given up the project of building some light-draught Monitors. He replied that it had not been given up, but that the department had decided not to take any longer the responsibilities which properly belonged to the bureaus, and that the plans had been referred first to the bureau of construction; that Mr. LENTHALL had said he saw nothing in his department of the vessels which it would be advisable to change; that then the plans had been sent to the bureau of steam engineering, and he believed Mr. ISHERWOOD would not approve of them without some modifications; that I must go and see him about it, and, as I was acquainted with Captain ERICSSON's views, he desired that I would try and get Mr. ISHERWOOD to keep his modifications within such bounds that they might be consented to by Captain ERICSSON, and stated that if this could be done the department would at once build the number required by the service, but if not they would build one on Captain ERICSSON's plan, one on Mr. ISHERWOOD's, and, says he, "If you have a plan which is still different, we will build one on your plan." I replied that I had no plan; that I was then entirely too busy in securing the faithful construction of vessels upon other's plans to originate any plan myself.

I found that Mr. ISHERWOOD demanded very important changes in the steam machinery. To these Captain ERICSSON gave a reluctant consent, giving up his preference for the machinery he had contemplated for the vessels to his desire to see the Government supplied with a proper number of this important class of vessels.

These changes were introduced into the general plans, and the specification re-written to correspond with them in an office which had been established near the residence of Captain ERICSSON for the purpose of employing draughtsmen on government account to work out the detail drawings, so that the department could build as many vessels as it chose, upon the plans of Captain ERICSSON—who would receive nothing for his services—and yet not burden him with the immense labor of preparing all the working drawings. This office was under my direction.

When the plans were finally completed, they were examined and approved by the two bureaus of construction and engineering, and the contracts were given out by the bureaus of construction. The chief of this bureau, Mr. LENTHALL, gave orders to Rear-Admiral GREGORY, the general superintendent, to furnish the contractors with drawings and specifications. This order the Admiral endorsed over to me, which I obeyed, receiving instructions from time to time, from those two bureaus through Admiral GREGORY.

My superintendent of draughtsmen, Mr. CRABB, had orders from me from first to last to take all drawings to Captain ERICSSON for his approval. I think that Captain ERICSSON is under an impression that all drawings were not thus brought to him, but Mr. CRABB has assured me that he never missed one which was not an exact copy of some of the Captain's own drawings.

You will observe that the foregoing is a sufficient commentary upon the letters read by Senator GRIMES in the Senate from Messrs. ISHERWOOD and LENTHALL, stating that they "have had nothing to do with the construction of the iron-clads in question."

I suppose the mistake of Senator WADE has arisen from the fact that I stated in my evidence that the plans for the first Monitor—the one which fought the *Merrimac* in Hampton Roads—were selected by a board of admiralty consisting of three officers of high rank in the Navy, and that she was built under the direction of a member of that board, namely, Rear-Admiral JOSEPH SMITH, chief of the bureaus of yards and docks.

I do not think I gave the committee the names of the members of that board, but it was composed of the at present Rear-Admirals SMITH, PAULDING and DAVIS.

These men did not, however, in thus choosing a plan of war-vessel, go into the minute details of the construction. That is the proper duty of a bureau of construction and the officers serving under it.

The type of war-vessel which is known as *monitor* was therefore first chosen by a board of admiralty, and it having proven eminently successful in its passage by sea through a gale of wind from the port of construction to the one of service, and there again in battle with a powerful adversary, the Navy Department with a good sense and sound judgment deserving the gratitude of the country, decided at once that it would waste no time nor money in the trial of experiments upon the subject of iron-clads, but would proceed at once to build a fleet of these remarkable vessels. This it has been done, and the consequence is, that we have the most powerful iron-clad Navy in the world, or all the world combined. The policy of permitting the vessels to be freely abused has had the beneficial effect of preventing those great naval powers who may one day be our enemies from copying them, and the consequence is, that they have no naval ordinance afloat which can penetrate a Monitor, nor no vessel afloat which can resist the penetration of the shot thrown by the Monitors.

The design of the light-draughts contemplated simply such a modification as would cause them to draw less water, and enable them to penetrate our shallow harbors and inlets, and ascend our great rivers. They are not an experiment, neither are they failures. The *Chino*, which was completed in this port according to the original design, had fifty per cent. more displacement above water than the *Pacific*, which has been in active service more than two years. It was decided, however, to build up the sides twenty-two inches, and although I consider they would have been good vessels without that addition, there is no doubt but that it is a great improvement to them. They will not sink so suddenly, if any great leak occurs; they will carry more coal and stores; they will be stronger, and they will be more easily ventilated, one of the very difficult parts of the problem of producing a satisfactory iron-clad vessel.

They will soon be completed now, and if, by the complications of our foreign relations, European iron-clads should appear at the mouths of our harbors with hostile intent, we will be very thankful to somebody for having furnished us with so efficient fleet with which to meet and destroy them.

I am, respectfully,
ALBAN C. STIMERS,
Chief Engineer, U. S. N.

The Washington Dispatch to which Mr. STIMERS alludes, was to this effect:

WASHINGTON, February 17.

In bringing forward in the Senate yesterday, the Winter Davis proposition for a board of admiralty, Mr. WADE supported it in a speech founded on testimony which he said had been taken by the Committee on the Conduct of the War, relative to light-draught iron-clads building at the Boston Navy Yard. He asserted they were all failures, and cited the testimony of Chief Engineer STIMERS, to the effect that they had been built under the direction of a board of three officers, of whom Mr. ISHERWOOD, chief of the bureau of steam engineering, and Mr. LENTHALL, chief of the bureau of construction, were members. Probably no argument was ever more completely upset than Mr. WADE's was to-day by Mr. GRIMES, who this evening read letters from Mr. ISHERWOOD and Mr. LENTHALL, showing not only that they were not members of this board, but also that there is not now, and never has been any such board, and that they have had nothing to do with the construction of the iron-clads in question. Mr. GRIMES also read a long letter from the Secretary of the Navy, giving full history of their construction. He also showed that the orders of the Department contemplated their construction under the superintendence of Chief Engineer STIMERS, who was to consult with Captain ERICSSON; that such consultation was not had by the Chief Engineer; that the details were not submitted to the Department, and that their failure, if they have failed, is because of mistakes made by Mr. STIMERS. He also brought forward the letters of Vice-Admiral FARAGUT, asking that light-draught iron-clads be sent to him at Mobile, of Rear-Admiral LEE, saying he wanted at least a dozen for the North Atlantic Squadron, and of Rear-Admiral PORTER, expressing a desire to have several sent him, and significantly said that he thought their testimony might offset the opinion of both houses of Congress as to the value of the iron-clads.

Mr. HALE's speech, which he probably intended as his senatorial farewell, was far more bitter towards, and denunciatory of, Captain FOX, than any of his former speeches. REPLY OF MR. LENTHALL, CHIEF OF THE BUREAU OF CONSTRUCTION.

WASHINGTON, March 1, 1865.

To the Editors of the Boston Daily Advertiser:

In your issue of the 20th ult., I find a letter from Chief Engineer A. C. STIMERS, U. S. N., in relation to what are

popularly known as the "light-draught Monitors," which contains statements so utterly at variance with the truth, and so calculated to convey erroneous impressions, that I must ask a small portion of your space to correct them.

The original design of these vessels was made by Mr. ERICSSON, who furnished, so far as I am aware, merely an outline plan, no details and no specifications; and had this sketch been filled up with ordinary ability, the vessels would probably have had the contemplated draught of water.

But Chief Engineer STIMERS, to whom the immediate supervision of their construction was committed by the department, not content with carrying out Mr. ERICSSON's ideas and furnishing working drawings upon his plan, undertook many and expensive alterations. Neither the working drawings containing these departures from the original plan, nor any other working plan were ever submitted to either of the mechanical bureaus of the Navy Department, and they first learned of the alterations through the contractors, who complained that after they had completed portions of their work, the plans had been withdrawn and others widely different substituted.

On the discovery of this system, or rather want of system, Chief Engineer STIMERS was informed that these alterations, involving large expense, must not be made; but he still persisted in them, and it was only when a letter was written to each of the builders directing them not to make further alterations without the consent of the bureaus and an agreement beforehand as to the cost, that the department was enabled in the least degree to control the construction of the vessels. It is these unauthorized, and at the time unknown, changes and additions, more than anything else, that necessitated the enlargement of the vessels.

So far was this carried, that patented inventions were inserted in the drawings, with the knowledge of Chief Engineer STIMERS, by persons employed in his office, and claims were afterwards made for patent fees upon the contractors.

When the advertisement was issued, in order to place the work under contract, Chief Engineer STIMERS deposited in the Bureau of Construction an outline plan and some general specifications, accompanied by his estimate of the weights of the vessel and machinery, which weights, he stated in it, corresponded to a draught of water 6 feet 5 inches. Most, if not all of the contractors, have a copy of his paper containing these weights, and on them they based their bids. Had these weights been adhered to by him, the vessel would not have required enlargement.

I was never asked to make any calculations of the weight or draught of water of the "light-draught," or any other of the "Monitor vessels." I never approved plans, as Chief Engineer STIMERS states, in relation to them, and was never asked to do so; and the statements in my letter to the Hon. Mr. GRIMES, read by him in the Senate, are strictly true in every respect, both in the spirit and the letter.

There were never any plans submitted to me of which I or any other person could give an opinion or make a calculation, and Chief Engineer STIMERS' assertion that "when the plans were finally completed, they were examined and approved by the two Bureaus of Construction and Engineering," is without the slightest color of truth.

Chief Engineer STIMERS further states that "his Superintendent of Draughtsmen, Mr. CRABB, had orders from him, from first to last, to take all drawings to Captain ERICSSON for approval,"—conveying the impression that Captain ERICSSON did approve them, whereas it appears he protested against them in writing.

During the progress of the construction of the "light-draught Monitors," Chief Engineer STIMERS assumed the entire credit of them, and it is a ludicrous surprise to the hundreds of persons who recollect his pretensions then, that he is now endeavoring to shift the responsibility of his errors to others. He seems to shrink as abjectly from accepting the results of his own acts when failures, as he was eager and bold to assume credit for labors not his own when he thought they would render him famous.

So far from submitting to be instructed by Mr. ERICSSON, he assumed to be his rival, and in the endeavor to imitate him underwent the fate of the frog who attempted to expand himself to the bulk of the ox.

All the facts herein stated, and much more, are well known to hundreds, and, in the endeavor to avoid the responsibility which belongs to him, and him alone, he forfeits the charity which might be extended to his ignorance as an engineer.

JOHN LENTHALL.

REPLY OF MR. ISHERWOOD, CHIEF OF THE BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT, BUREAU STEAM ENGINEERING, {
March 2, 1865.

To the Editors of the Boston Daily Advertiser:

My attention has been called to a letter in your issue of the 20th ult., on the subject of the "Light-Draught Monitors," signed by Chief Engineer A. C. STIMERS, U. S. N., and containing assertions in relation to my connection with the same so opposed to the truth as to require a flat denial, with such statements as will enable the public to justly judge between us.

My letter to the Hon. Mr. GRIMES, Chairman of the Committee on Naval Affairs of the Senate, read to that body and referred to by Chief Engineer STIMERS, is strictly correct in every particular; and the tenor of its statements, as quoted by Chief Engineer STIMERS, "that I have had nothing to do with the construction of the iron-clads in question," is known to be true by every one of the hundreds of persons having connection with them, and by none so well as by Chief Engineer STIMERS himself. The real facts are as follows:

The first knowledge I had of any intent to build such vessels was from Chief Engineer STIMERS, who entered my office with a sketch—and it was hardly complete enough to deserve that name—by Mr. ERICSSON for a Monitor vessel of six feet draught of water. His purpose was to show me the machinery alone, for the hull, turrets, etc., and the making of the contracts, did not lie within my province. On this sketch no detail of machinery was given, its position only was indicated, and a few general dimensions expressed, together with the type of boiler. I was not asked to approve anything in relation to it, nor was I consulted

about it; and the only suggestions I offered were, first, that the two screws by which the vessel was to be propelled ought to be separated so as to prevent their actions interfering,—the sketch showed them overlapping greatly; second, that if the boilers were arranged with a fore-and-aft fire-room, as almost universally adopted in steamers, it would be a better distribution of them for space and convenience than the one shown on the sketch, which had two athwartship fire-rooms, one at each end of the boilers; and I further suggested the use of vertical water tubes by the sides of the furnaces. In place of this, however, another arrangement of tubes, as I since learned, was used, devised by Chief Engineer STIMERS, for which he applied for a patent, and on which one contractor informed me in presence of a third person he had paid a fee. A long time after the interview referred to, which was the only one that ever took place on the subject, I was required to give an estimate of the probable speed, the data submitted to me being the number of square feet of grate and heating surface in the boiler, the capacity of the cylinders and the immersed amidship section in square feet of the vessel at six feet draught of water. These figures were the whole data, and I replied, stating I had made the calculation on the assumptions that the resistance of the vessel per square foot of section was the same as that of ordinarily modelled naval vessels, and that the machinery was properly proportioned.

The whole designing and superintending of this work was placed in the hands of Chief Engineer STIMERS. I had no further communication with him on the subject, gave no directions in regard to it either directly or indirectly, and had not the slightest knowledge concerning it. I never saw, and to this day have never seen, any of the drawings from which the work was executed, all of which were furnished by him directly to the contractor and signed with his name, nor have I ever seen a copy of the specifications, —which were made by him after the contracts were executed,—though they were, as I have since learned, printed and distributed all over the country; but not a copy was sent to me. During the progress of the work, Chief Engineer STIMERS claimed all the merit of it, and its whole responsibility, asserting in the presence of dozens that he and he alone was the author of every part and parcel of it, a claim which no thorough engineer would have dreamt of disputing with him, after examining its character. It now appears, indeed, that the plans of machinery and of vessel designed by Chief Engineer STIMERS, including his water chamber, which contributed so much to overload her, were so completely the opposite of those intended by Mr. ERICSSON, and indicated in his original sketch, that he protested in writing against them. Chief Engineer STIMERS' statement, therefore, that "when the plans were finally completed they were examined and approved by the two Bureaus of Construction and Steam Engineering," is not only an untruth, but made the more contemptible by its intent to throw on others the responsibility of his own utter incompetency. That a person should not have ability equal to the performance of a task which his self-conceit makes him undertake, is not uncommon; but it is very uncommon to find so little manhood as not only to shrink from the responsibility of the failure when it comes, but the baseness to attempt screening himself by falsely charging it upon the well-won reputation of others.

B. F. ISHERWOOD.

ANSWERS TO CORRESPONDENTS.

ADJUTANT.—In forming line for dress parade, the colors should come on with the color company. This is no authority for establishing the color in line of markers. The color company on arriving on the line is dressed to the right. The other companies of the right wing being dressed to the left, the commander of color company should step into the rear rank after commanding "Front," and should there remain till the command "Guides, posts."

It is not proper for a sentinel to salute any officer by bringing the left hand across to his musket, except when, in a sentry box, he is standing at an order-arms. Under these circumstances all officers are saluted by him in this manner. General and field officers, the officer of the day, and the commander of the post, are entitled to a present-arms. In saluting all other officers the sentinel should stand at a *shoulder-arms*.

RAVIWS.—When the battalion is broken into column to pass in review, the sub-divisions may or may not be dressed to the left, before passing in review. This matter must be decided by the commanding officer.

PRISONERS OF WAR.—All necessary information in reference to communicating with prisoners of war, can be obtained from Brigadier-General WILLIAM HOFFMAN, Commissary-General of Prisoners, at Washington, D. C.

H. S.—Your question has been once or twice answered in these columns (see page 57, Vol. I.) A contract physician has no military standing, and has no right to assume the rank or wear the uniform of an assistant surgeon. It is the duty, however, of all connected with a hospital to conform to the rules prescribed for the government of hospitals by the Regulations or by the Surgeon-General.

H. B. C., ACTING ENSIGN.—It is always a safe rule when you do not know what to do, to do nothing, and this is the best advice we can give you with no knowledge of your character and capacity, except what is derived from your own statement. You are in the Navy now, why not make the best of it, and endeavor to improve your position by study and strict attention to duty? Still, if you wish to change, and can get your discharge, you ought, with your knowledge of military matters, to be able to pass the board of examination of officers of negro troops. Positions in other branches of the service are so dependent upon personal influences that it is impossible to say what are your prospects of procuring an appointment.

"AN INQUIRER."—We should think you eligible to an appointment as Hospital Steward.

"A CONSTANT READER."—We have been unable for some time to give attention to this department of the JOURNAL, which is the reason why your question has, with others, gone so long unanswered. Dropping a midshipman from the rolls undoubtedly implies disgrace. When he is simply found guilty of incapacity he is allowed an opportunity to resign.

A. S. W.—From our Congressional reports of last week you will learn that the bill for the better organization of the Subsistence Department has passed both houses of Congress, with some amendments. We shall publish it as soon as we find room.

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NEW YORK, SATURDAY, MARCH 11, 1865.

THE GRAND CAMPAIGN.

UNLESS every sign shall fail, before another week the country will be thrilled by the great events now hurrying to their issue on the field of war. Not only from one quarter, but from all, the tidings will vibrate. Never, indeed, has the military arena presented a more exciting aspect. In the Southwest the combined Armies of THOMAS and CANBY already press upon Mobile. SHERIDAN has initiated that movement in the Shenandoah Valley at which we hinted in these columns a week ago, and threatens the line of communication between Lynchburg and Richmond. SCHOFIELD is on the eve of marching north from Wilmington, or has already marched. SHERMAN has broken into North Carolina for communication with SCHOFIELD. Each hour the news is awaited that GRANT has once more moved the Army under his immediate control. Nor are even these, probably, various and important as they are, all the combinations of the hour.

During the last hundred days, the drama of the war has been developing with remarkable rapidity. No one can regard the active movements now in progress on every hand without intense interest. Happily, all the auguries are in our favor. The column which threatens Mobile is more than 30,000 strong, far outnumbering the Western Confederate army. It is directed by such soldiers as THOMAS and CANBY, supported by such skillful and successful corps commanders as A. J. SMITH and GRANGER, and is made up of troops accustomed to victory. Mobile can be successfully carried, and TAYLOR's army defeated or driven to the interior. SHERIDAN has already added to his Valley laurels the handsome victory at Fisherville and Waynesboro'. EARLY's force was at best but a handful. If it be true that he has now lost 1,300 prisoners, besides his killed and wounded, his army has been fatally weakened. SHERIDAN can, with little opposition, cross the Blue Ridge through Rockfish Gap and capture the important railroad junction of Charlottesville. With or without that capture, he can move briskly upon the James River Canal in a good day's march, it being, in an air line, only 25 miles distant from the Gap, and less than 20 from Charlottesville. We can hardly doubt that so much has already been done. It is not impossible, even, that, with EARLY's army reduced to its present size, SHERIDAN may force his way along the easterly base of the Blue Ridge to Lynchburg, and even capture that city. Should this be effected, the importance of the success could not be over-estimated. It would be a victory unparalleled by anything yet achieved in the present Virginia campaign. And, even if Lynchburg were not carried, should SHERIDAN break the railroad between that point and Richmond, the consequences would be momentous upon the fate of the enemy's capital.

But it must be taken for granted that LEE has already sent large reinforcements to EARLY. It is of vital interest for him to keep SHERIDAN off from his western line of supply, even if he puts in momentary jeopardy his forces at Richmond. At this juncture, however, GRANT's Army becomes an important actor on the scene. With its numerical strength always double that of LEE, with the latter depleted by troops sent against SHERIDAN and troops sent against SHERMAN, a well-managed move against the Southside Railroad might have reasonable prospect of triumph. Not only this possibility of immediate success, but the co-operative aid it would lend to SHERIDAN, SHERMAN, and SCHOFIELD tell us that the Army of the Potomac will soon be in motion. Other plans of GRANT might be aided by such a move. And when it happens, it is not clear that the Army of the Potomac is the only force the enemy will have to guard against.

In such exigencies, LEE's natural course would be to summon back a part of the troops sent to JOHNSTON. SHERMAN having, to all appearance, baffled the concentration against him by adroitly slipping into North Carolina, following an easterly march from Columbia to Fayetteville, instead of a northerly march to Charlotte, JOHNSTON, if bent on "destroying" his old adversary, must pursue him, and that

with very poor chance of success. To reach SHERMAN, he not only has to march still faster than the latter general, whose rapidity is proverbial, but in the very act of so doing, marches from his old position within supporting distance of LEE. Should detachments from JOHNSTON now be sent back to LEE, the combination for defeating SHERMAN is over, and his security assured. But we never have considered SHERMAN's case desperate, even though he were driven to a pitched battle.

Meanwhile, to make assurance doubly sure, SCHOFIELD is, already, perhaps, on the northerly march from Wilmington. His movements will be directly assisted by GRANT. A strong co-operating force is collected at Newbern. These two columns aiding SHERMAN, the great railroad junction at Goldsboro' bids fair to fall as did the junctions at Atlanta and at Branchville; and Raleigh to meet the fate of her sister capitals, Milledgeville and Columbia. Should LEE's combinations to avert the disasters threatening him, lead him to move his Army outside of its entrenchments, the lack of faith in the cause which now pervades a large part of the rank and file would become still more manifest. Deserters are already fearfully weakening him, and a heavy battle, especially on open ground, would increase the defection. But, without attempting to forecast more definitely for the future, we confidently wait on events.

THE "LIGHT DRAUGHT MONITORS."

THE cloud which has involved in obscurity the history, construction and responsibility of the failure of the so-called "light draught Monitors" has been at last dispelled by letters from no less authorities than the Chiefs of the Bureaus of Construction and Engineering of the Navy Department. These letters were called forth by a communication published by Chief Engineer STIMERS, the planner of these vessels, whose letter, together with the letters it evoked, will be found elsewhere in this issue. The principal point appears to be, Who planned these vessels? Upon that person the blame must rest.

Let us carefully detail the principal facts:—In the latter part of 1862, ERICSSON presented plans of a Monitor of about six feet draught of water. Mr. STIMERS, the then General Inspector of Iron-clads, altered that plan so completely as to leave scarcely a connecting link between it and the one furnished by ERICSSON; he changed it, head, body and tail, and by so doing assumed the responsibility of the success or failure of the proposed vessels. Whether or no ERICSSON approved of these altered plans from which these disgraceful vessels were built, one would suppose was a question which could be easily determined. An answer either in the negative or affirmative is all that is required; he either *did* or he did *not* approve of the radical changes made by Mr. STIMERS. Yet Mr. STIMERS' answer, if it can be called an answer, to this query, is clearly specious and disingenuous. He conveys the idea that the alterations were approved by the distinguished engineer who made the original plan, which he (STIMERS), unfortunately for the Service and himself, remodelled. He does this by stating that an office had been established near ERICSSON's residence, in which to make drawings, that the Department might build as many vessels as it chose on ERICSSON's plans; furthermore that his draughtsman had instructions to take all drawings to ERICSSON for his approval. Now, as it is known, ERICSSON repudiated the innovations of Mr. STIMERS, such an attempt as this is painful to witness. The idea of Mr. STIMERS sending details of a plan prepared by himself to this gentleman and obtaining his approval of parts of which he had condemned the whole, is not even plausible. With respect to the affirmative responsibility of the Chiefs of the mechanical bureaus of the Department—Construction and Engineering—in deciding upon so important a matter as plans for the construction of twenty vessels, it would clearly seem that such a decision would be authenticated either by affixing their signatures to the plans, or making a written statement to that effect: if such approval was given, it cannot be hidden. The opinion, therefore, seems just, that the letters of these officers, published in this issue, are *prima facie* evidence that they affirmatively had nothing to do with the alterations of ERICSSON's plans of light draught iron-clads, which resulted in the construction of twenty vessels, which have passed into history as the greatest blunder of the kind on record. The

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grave responsibility of having mutilated the original plan, with all the disaster and disgrace to the country which resulted from it, is thus fixed on Chief Engineer STIMERS. If they had turned out to the contrary of this dismal picture, we are justified in supposing he anticipated as great a degree of credit as the censure he now rightfully receives from Messrs. LENTHALL and ISHERWOOD.

We have seen the original plan. It is exceedingly simple: an oval tank of iron, with straight sides and flat bottom, surrounded by a raft of wood, with a model like an ordinary vessel, forms the hull; the turret, etc., are the same as those already built, and the motive machinery is of the plainest description. The designer intended a light-draught iron-clad, which could be quickly constructed with the labor and materials at command in various parts of the land; for the exigencies of the Service demanded dispatch. When it is stated that the original *Monitor* was built in 112 days, and some of the *Passaic* class were under steam in six months, there is reason to believe that, had this original plan been followed, not only would the country have had substantial, serviceable iron-clads of this important character, but they would have been ready nearly two years ago. According to Mr. STIMERS' statement, ERICSSON's original plan was examined by the Chief of the Bureau of Construction, who said "he saw nothing in "his department of the vessel which it would be advisable to change." Notwithstanding this, Mr. STIMERS introduced into the plan a system of tanks running entirely around the vessel, placed between the iron hull and the wooden raft. Connected with these tanks was a labyrinth of cocks, valves, pipes, pumps and steam engines. The function of this contrivance was to vary the draught of water of the vessel some five or six inches, while the displacement necessary to carry this concern with its attachments, was nearly equal to this variation of the draught. By thus attaching the raft, which formed the armor backing, to tanks, the longitudinal strength of the hull was seriously impaired; this, together with changing the original form of boiler so as to make proper bracing of the hull impossible, rendered the entire craft a flimsy affair, as was proved by the futile attempt at a sea voyage with one of these vessels, in moderate weather, from Philadelphia to Washington.

So, instead of the light-draught iron-clads, intended by the Government, easily built, shot-proof against cannon possessed by the enemy, and admirably calculated to meet the exigencies of the Service with dispatch, Mr. STIMERS, who was devoid of experience as a constructor, in his attempt to achieve distinction by changing ERICSSON's plans, has made himself responsible for the country's having passed through two years of pressing need without a light-draught Monitor.

Not the least mortifying episode of the affair, are the efforts of the officer who planned them, and who was responsible for the construction of the vessels as built, for the valuable time wasted in making the fatal changes, for the waste of the public money, for the disasters caused by the want of light-draft iron-clads, and for the disgrace of the failure, to shift the blame from himself, where it belongs, to the shoulders of others.

Before leaving this disagreeable subject, to which we hope it will be unnecessary again to allude, we must say, without intent to reflect upon Mr. STIMERS with unnecessary severity, that his career since he left the original *Monitor* has inflicted serious injury to the national cause; his improper conduct, to say the least, toward Admiral DUPONT and his officers, started the crusade against the iron-clads, and deeply injured the Navy Department.

A CORRESPONDENT suggests that the bursting of the 100-pounder Parrots at the bombardment of Fort Fisher, was caused by the failure to ram home the projectile, and by its getting jarred from its place by the gun being run out hard; that even in smooth water a rifle projectile may be started considerably by running the gun out carelessly, and that it is not unlikely this cause was exaggerated at Fort Fisher by the roll of the vessel and the rapidity of the fire. It seems to us, however, that it is scarcely possible that the jar of running out a gun should so far displace the projectile as to leave space enough between it and the charge to produce any such disaster

as the bursting of the piece. It is even questioned whether a space between the projectile and the charge will, of itself, cause a rupture. The fact, however, is pretty generally admitted that a considerable space left between the two will prove disastrous to the gun. Numerous causes work together to produce the bursting of a gun; but we are forced to believe that the bursting of the large Parrott guns was occasioned by defects inherent in the ordnance themselves. Large cast-iron rifled guns have, both here and in Europe, proved unsatisfactory.

As the celebration in New York city of Mr. LINCOLN's second inauguration proved also to be a general celebration of our recent victories, it properly claims some notice in our columns. Saturday's storm had, indeed (in Irish phrase), caused the 4th of March to fall on the 6th. But the latter day rose propitious on the metropolitan festivities, not only by furnishing better weather for the event, but also by removing a little its political aspect, and bringing out more strongly its national significance. The streets were clean—fatally clean—so clean as to poison the future content of the people of that city, by fond memories of what has been. The profuse display of tens of thousands of colors, the decorations and illuminations of private houses, and the grand procession, were of course the features of note. Most of the speeches may, as usual, be quietly consigned to oblivion, without detriment to anybody. As to the procession, a cynical observer might regard a great part of it as a shrewd, but shabby, advertising medium. The train of labelled carts to him would be merely an accumulated series of puffing devices, familiar to all cities—a continuous string of what annoys us when presented daily in detail. We have all sufficiently seen the advertising wains of BARNUM, and more than sufficiently the weather-strip man, that unhappy Joseph who parades Broadway with painted coat of many colors, stretching to his heels. While some of the trades and machinery exhibited on Monday were well worth seeing, and many of the draught horses remarkably so, there was a surplus of ordinary wagons decked with a few colors and staring advertisements, and filled, perhaps, with very uninteresting people, out to exhibit themselves.

On similar occasions, American humor, which is plenty enough, is apt to show to advantage in devices and inscriptions. But the portable wit of this procession was very scanty. It might have been expected that the double incentives of patriotism and pocket would provoke many sharp mottoes and sentences; but an ordinary number of the New York *Herald* contains more genius and spice in the surprising display headings of its columns, than all the painted inscriptions which this procession originated. We think, therefore, that judicious excision and curtailment might have diminished the advertising show about two-thirds. Perhaps in that way the rather tedious gaps in the pageant would have been avoided; and certainly such a subtraction would not have quenched popular enthusiasm. In all the vast throngs of good-tempered spectators, the display of trades and traffics excited no applause. And, as if suspicious of the motives of the participants, the crowd had no cheers for anything, except the veterans and the wounded soldiers.

The fine show of the military and firemen gave its chief success to the affair. The State infantry looked very well indeed, and, in some cases, as, for example, in that of the Twenty-second regiment, marched handsomely. The detachment of marines made a fine appearance, and the veterans and wounded heroes merited the constant cheering they received. The firemen formed a splendid body of hardy, athletic, and well-trained men, neatly and uniformly dressed in their red shirts and black trowsers, marching finely before their beautiful apparatus. The elephants brought up the rear, and furnished a true flavor of nationality to the procession, elephants and admirals, camels and councilmen marching together in style "plebeian" enough for Mr. JOHNSON. To typify, probably, the state of the country at present, a place for a field piece in the procession was selected just in front of one of STEINWAY's pianos, and discharged its substantial cartridge now and then over that instrument.

Thousands of stalwart men marched in the streets. Scores of thousands looked on. Probably everybody was struck by this indication of the immense reserve

force still remaining at the North, after its losses in war. Richmond could be carried by the men in New York alone last Monday. But suppose, on the other hand, that Richmond were to attempt a holiday parade of its citizens!

THE second inauguration of Mr. LINCOLN as President of the United States, and, by consequence, as the head of its Armies and Navies for the four years to come, consummates a remarkable event in the war. Simple as it appeared to us, the unexampled quiet and the almost unexampled unanimity of the November ballot, happening in a crisis when, more than ever before, the habitual quarrels and brawls of election day might have been expected, will serve to point a moral for the future historian, and will give him no doubtful clue to the animus of the North during the war. He cannot fail, either, to draw a significant parallel between the capital as it was on the 4th of March, 1861, and the capital on the 4th of March, 1865.

Such a parallel, however, with both scenes still fresh in the minds of our people, needs now to be suggested only, not elaborated. And, indeed, there were some incidents about the latter event which rob the contrast of a part of its charm. We do not refer to the social scenes of Inauguration Day in Washington, nor to those of the Inauguration Ball of Monday. Most of these were doubtless true as sketched by the various reporters, who were only too skillful and faithful; but, though they were true, we do not hold it right to have thus set them down. All these little peculiarities of Washington life and character have only a local significance. We referred particularly to the address of the President—and the want of address of the Vice-President. With regard to the latter gentleman, it seems to be generally agreed that the less said the better. Unhappily, his bearing at the Capitol, "trembling a little, probably with excitement," and his rather incoherent speech, "which was scarcely audible on account of the noise in the galleries," have not escaped the reporters. And what is meant when in public a man utters platitudes, and makes those platitudes personal, and cannot help repeating those personal platitudes a great number of times, as if there were some magnetic attraction in the words—is very well known. We do not intend, of course, to intimate that high officials do not often confine themselves to platitudes, even in their most sober and intellectual efforts. But we do mean to say that the assertion that, in this country, office-holders "drive their power from the people" is too obvious a truism to require "two minutes and a half on that point."

On that fatal occasion, the prominent idea in Mr. JOHNSON's mind seems to have been that he was a "plebeian"; and that he was "proud of the title." In the strict sense of the term, however, the claim he makes at distinction on that ground cannot be conceded. He must show some other reason than that why he should fill the second office in this country. Here, every man is supposed to be a plebeian. Some men, indeed, enjoy the advantages of inherited virtues and talents, of careful nurture and training, assisting them to become well-ordered, respectable, and useful citizens. Others, less fortunate, are compelled to overcome early disadvantages by greater effort, having their paths through thickets where others find an open course. But these are facts so trite that they need no statement, even in an inaugural address. If the word "plebeian" therefore was used by the Vice-President in some more recondite sense, as, for example, to describe a high official who, on august State occasions, should make himself independent of those ordinary proprieties of life which the poorest and least pretentious of honest citizens would respect—then we must deny its being peculiar to this country. Many a little European prince has exhibited the spectacle to which he refers. The House of Hanover furnishes still more illustrious examples of the same peculiarities of character, and will, so long as England remembers her four *GEORGES*. But perhaps the plebeian "ANDY," forgot princely precedents, for his strange forgetfulness of Mr. WELLES's name would seem to indicate that he does not possess a very strong topical memory. Let us all hope that the peril of assassination with which, according to rumor, Mr. LINCOLN was threatened a week since, may be averted for the sake of the country.

THE PETERSBURGH EXPLOSION.

DECISION OF THE COURT OF INQUIRY INTO THE CAUSES OF ITS FAILURE.

The following is the finding and opinion of the court ordered to investigate the circumstances attending the failure of the explosion of the mine before Petersburgh:—

FINDING.

After mature deliberation on the testimony adduced, the court find the following facts and circumstances attending the unsuccessful assault on the 5th of July:

The mine, quite an important feature in the attack, was commenced by Major-General Burnside, soon after the occupation of his present lines, without any directions obtained from the headquarters of the Army of the Potomac. Although its location—and in this the engineers of the Army concur—was not considered by Major-General Meade a proper one, it being commanded from both flanks and reverse, the conduct of the work was sanctioned.

It was not the intention of the Lieutenant-General Commanding, or of the Major-General commanding the Army of the Potomac, it is believed, to use the mine in the operations against Petersburgh, until it became known that the enemy had drawn a large part of his forces to the north side of the James River, when it was thought advantage might be taken of it in an assault. All the Union troops sent north of the James had been recalled in time to participate in the assault so that the whole of the forces operating in front of Petersburgh were disposable.

The mine was ordered to be exploded at 8:30 A. M., but owing to a defective fuse, it did not take place till 4:45.

The detailed order or plan of operations issued by Major-General Meade is in accordance with General Grant's instructions, and was seen and approved by the latter previous to its publication. It is marked K in the appendix.

It is the concurrent testimony that had the order been carried out, success would have attended the attack. Also it is in evidence that General Meade met General Burnside and three of his division commanders the day before the assault, and impressed upon them that the operation was to be one of fire; that unless prompt advantage were taken of the explosion of the mine to gain the crest, it would be impossible to get the troops to remain outside of their lines.

That order directed that General Burnside should "form his troops (the Ninth corps) for assaulting," and that General Ord, commanding the Eighteenth corps, and General Warren, commanding the Fifth corps, should support the assault on the right and left respectively.

Major-General Burnside's order (No. 60, appendix) directed Brigadier-General Leslie's division, immediately on the explosion of the mine, to be moved forward and crown the crest known as Cemetery Hill. Brigadier-General Wilcox was to move his division forward as soon as possible after General Leslie's bearing off to the left, and Brigadier-General Potter was to move his (colored) division next, and pass over the same ground that General Leslie did.

Five minutes after the explosion of the mine, General Leslie's division went forward, and it was followed by those of Generals Wilcox and Potter, though it is in evidence that the latter did not move in the prescribed order, and that they were not formed in a manner to do the duty assigned them.

General Leslie's division, instead of complying with the order, halted in the crater made by the explosion of the mine, and remained there about an hour, when Major-General Meade received the first intimation of the fact through a dispatch from Lieutenant Colonel Loring, Assistant Inspector General of the Ninth corps, intended for General Burnside, in which he expressed the fear that the men could not be induced to advance.

The crater was on the enemy's line of works, and was fifty to sixty yards long, twenty yards wide and twenty to twenty-five feet deep. It was about five hundred yards from the cemetery crest.

General Burnside was then (6:40 A. M.) ordered to push forward to the crest all his own troops, and to call on General Ord to move forward his troops at once. It is in evidence that when the order was communicated to General Ferrero, commanding the colored division, he said he could not put his troops until the troops already in front should be moved out of the way. They did go forward, however, after some delay, but only to be driven back, and in their flight to rush impetuously against other troops, destroying their formation and producing disorder.

At 6:10 A. M., inquiry being made of General Burnside if it would be an advantage for Warren's supporting force to go in at once on the left, the answer was, "There is scarcely room for it in our immediate front." The importance of the utmost promptness and the securing of the crest at once, at all hazards, were urged upon him at 6:55 A. M.

At 7:20 A. M., General Burnside reported to General Meade that he was doing all in his power to push forward the troops and, if possible, carry the crest, and also that the main body of General Potter's division was beyond the crater. It does not appear in evidence, however, that they ever got any considerable distance, not exceeding two hundred yards, beyond the crater, toward the crest, whence they were driven back immediately. This was also the fate of the few colored troops who got over the enemy's line for a moment.

At 9 o'clock A. M., General Burnside reported many of the Ninth and Eighteenth corps were retiring before the enemy, and then was the time to put in the Fifth corps. It having just been reported, however, by two staff officers (not General Burnside's) that the attack on the right of the mine had been repulsed, and that none of the Union troops were beyond the line of the crater, the commanding General thought differently; and the Lieutenant-General concurring, General Burnside was directed, at 9:30 A. M., to withdraw to his own entrenchments immediately or at a later period, but not to hold the enemy's line any longer than was required to withdraw safely his men. This order brought General Burnside to General Meade's headquarters, where he remonstrated against it, saying by nightfall he could carry the crest. No other officer who was present, and who has testified before the court, concurred in this opinion. The troops in the crater were then ordered to retire; but before it could be effected they were driven out with great loss at 2 P. M. These troops, however, were making preparations to retire, and but for that would probably not have been driven out at that time.

The Fifth corps did not participate at all in the assault, and General Ord's command only partially, because the condition of affairs at no time admitted of their co-operation, as was contemplated by the plan of assault.

The causes of failure are:

1. The injudicious formation of the troops in going forward, the movement being mainly by flank instead of extended front. General Meade's order indicated that columns of assault should be employed to take Cemetery Hill, and that proper passages should be prepared for those columns. It is the opinion of the court that there were no proper columns of assault. The troops should have been formed in the open ground in front of the point of attack, parallel to the line of the enemy's works. The evidence shows that one or more columns might have passed over at and to the left of the crater without any previous preparation of the ground.

2. The halting of the troops in the crater instead of going forward to the crest, when there was no fire of any consequence from the enemy.

3. No proper equipment of engineer officers and working parties, and of materials and tools for their use in the Ninth corps.

4. That some parts of the assaulting columns were not properly led. 5. That want of a competent command at the scene of assault, to direct affairs as circumstances should demand.

Had not failure ensued from the above causes and the crest been gained, the success might have been jeopardized by the failure to have prepared in season proper and adequate debouches through the Ninth corps lines for troops, and especially for field artillery, as ordered by Major-General Meade.

The reason why the attack ought to have been successful are:

1. The evident surprise of the enemy at the time of the explosion of the mine, and for some time after.

2. The comparatively small force in the enemy's works.

3. The ineffectual fire of the enemy's artillery and musketry, there being scarcely any for about thirty minutes after the explosion, and our artillery being just the reverse as to time and power.

4. The fact that some of our troops were able to get two hundred yards beyond the crater toward the crest, but could not remain there or proceed farther for want of support, or because they were not properly formed or led.

OPINION.

The court having given a brief narrative of the assault, and "the facts and circumstances attending it," it remains to report, that the following-named officers engaged therein, appear from the evidence to be "answerable for the want of success," which should have resulted:

1. Major-General A. E. Burnside, United States Volunteers, he having failed to obey the orders of the commanding General.

1. In not giving such formation to his assaulting columns as to insure a reasonable prospect of success.

2. In not preparing his parapets and abatis for the passage of the columns of assault.

3. In not employing engineer officers who reported to him to lead the assaulting columns with working parties, and not causing to be provided proper materials necessary for covering the crest when the assaulting columns should arrive there.

4. In neglecting to execute Major-General Meade's orders respecting the prompt advance of General Leslie's troops from the crater to the crest, or in default of accomplishing that, not causing those troops to fall back and give place to other troops more willing and equal to the task, instead of delaying until the opportunity passed away, thus affording the enemy time to recover from his surprise, concentrate his fire, and bring his troops to operate against the Union troops assembled uselessly in the crater.

Notwithstanding the failure to comply with orders, and to apply proper military principles, ascribed to General Burnside, the court is satisfied that he believed the measures taken by him would insure success.

II.—Brigadier General J. H. Leslie, United States Volunteers, he having failed to push forward his division promptly according to orders, and thereby blocking up the avenue which was designed for the passage of troops ordered to follow and support him in the assault. It is in evidence that no commander reported to General Burnside that his troops could not be got forward, which the court regard as a neglect of duty on the part of General Leslie, inasmuch as a timely report of the misbehavior might have enabled General Burnside, commanding the assault, to have made other arrangements for prosecuting it, before it became too late. Instead of being with his division during this difficulty in the crater, and by his personal efforts endeavoring to lead his troops forward, he was most of the time in a bomb-proof ten rods in rear of the main line of the Ninth corps works, where it was impossible for him to see anything of the movements of troops that were going on.

III.—Brigadier General Edward Ferrero, United States Volunteers.

1. For not having all his troops found ready for the attack at the pre-scribed time.

2. Not going forward with them to the attack.

3. Being in a bomb-proof habitually, where he could not see the operation of his troops, showing by his own order issued while there, that he did not know the position of two brigades of his division, or whether they had taken Cemetery Hill or not.

IV.—Colonel Z. R. Bliss, Seventh Rhode Island Volunteers, commanding First brigade, Second division, Ninth corps.

In this, that he remained behind with the only regiment of his brigade which did not go forward according to the orders, and occupied a position where he could not properly command a brigade, which formed a portion of an assaulting column, and where he could not see what was going on.

V.—Brigadier-General O. B. Wilcox, United States Volunteers.

The court are not satisfied that General Wilcox's division made efforts commensurate with the occasion, to carry out General Burnside's order to advance to Cemetery Hill, and they think that more energy might have been exercised by Brigadier-General Wilcox to cause his troops to go forward to that point.

Without intending to convey the impression that there was any disqualification on the part of the commanders of the supports to heartily co-operate in the attack on the 30th day of July, the court express their opinion that explicit orders should have been given assigning one officer to the command of all the troops intended to engage in the assault when the commanding General was not present in person to witness the operations.

WINFIELD S. HANCOCK.

Major-General United States Volunteers, President of Court.

EDWARD SCHRIER, Inspector-General U. S. A., Judge-Advocate.

The court then adjourned sine die.

WINFIELD S. HANCOCK.

Majr-General U. S. Volunteers, President of Court.

EDWARD SCHRIER, Inspector General U. S. A., Judge-Advocate.

THE CAPTURE OF FORT FISHER.

REPORT OF MAJOR-GENERAL TERRY.

HEADQUARTERS UNITED STATES FORCES ON FEDERAL POINT, N. C., Jan. 25, 1865.

GENERAL: I have the honor to submit the following detailed report of the operations which resulted in the capture of Fort Fisher and the occupation of Fort Caswell, and the other works at the mouth of the Cape Fear River.

On the 2d instant I received from the Lieutenant-General in person orders to take command of the troops destined for the movement. They were 3,300 picked men from the Second division of the Twenty-fourth Army corps, under Brigadier General (now Brevet Major-General) Adelbert Ames, the same number from the Third division of the Twenty-fifth Army corps, under command of Brigadier General Charles J. Paine, 1,400 men from the second brigade of the First division of the Twenty-fourth Army corps, under Colonel (now Brevet Brigadier-General) J. C. Abbott, 7th New Hampshire Volunteers, the Sixteenth New York Independent Battery with four 3-inch guns, and Light Battery E, Third United States Artillery, with six light 12-pounder guns. I was instructed to move them from their positions in the lines on the north side of the James River to Bermuda Landing, in time to commence their embarkation on transport vessels at sunrise on the 4th instant.

In obedience to these orders, the movement commenced at noon of the 3d instant. The troops arrived at the landing at sunset and there bivouacked for the night.

The transports did not arrive as soon as they were expected. The first of them made its appearance late in the afternoon of the 4th. One of them, the *Atlantic*, was of no heavy draught to come up the James; Curtis's brigade of Ames's division was therefore placed on river steam-boats and sent down the river to be transferred to her.

The embarkation of the remainder of the force commenced at sunset of the 4th and was completed at noon of the 5th instant; each vessel, as soon as it was loaded, was sent to Fort Monroe, and at 9 o'clock P. M. of the 5th the whole fleet was collected in Hampton Roads. The troops were all in heavy marching order with four days' rations from the morning of the 4th in their haversacks, and forty rounds of ammunition in their boxes. No horses, wagons or ambulances were taken; the caissons of the artillery were left, behind but in addition to the ammunition in the limber chests, 150 rounds per gun, in packing-boxes, were embarked.

I went down the river personally with the Lieutenant-General, and on the way received from him additional instructions, and the information that orders had been given for the embarkation of a siege train to consist of twenty 30-pounder Parrott guns, four 100-pounder Parrots, an twenty Coehorn mortars, with a detail of artillerists and a company of engineers, so that in case siege operations should become necessary the men and material for it might be at hand.

These troops, under the command of Brevet Brigadier-General H. L. Abbott, were to follow me to Beaufort, North Carolina, and await orders. It was not until this time that I was informed that Fort Fisher was the point against which we were to operate.

During the evening of the 5th orders were given for the transports to proceed to set at four o'clock the next morning, and accompanying these orders were sealed letters, to be opened off Cape Henry, directing them to rendezvous, in case of separation from the flagship, at a point twenty-five miles from Beaufort, North Carolina.

The vessels sailed at the appointed hour. During the 6th instant a severe storm arose which so much impeded our progress that it was not until the morning of the 8th that my own vessel arrived at the rendezvous; all the others, excepting the flagship of General Paine were still behind. Leaving Brigadier-General Paine to assemble the other vessels as they should arrive, I went into Beaufort Harbor to communicate with Rear-Admiral Porter, commanding the North Atlantic Blockading Squadron, with whose fleet the forces under my command were destined to co-operate.

During the 8th nearly all of the vessels arrived at the rendezvous; some of them required repairs to their hulls, damaged by the gale, some repairs to their machinery, others needed coal or water. These vessels were brought into the harbor or to the outer anchorage, where their wants were supplied; all the others remained, until the final sailing of the expedition, some twenty to twenty-five miles off the land. The weather continued so unfavorable as to afford no prospect that we would be able to make a landing on the open beach of Federal Point until Wednesday, the 11th. On that day Admiral Porter proposed to start, but at high water there was still so much surf on the bar that the iron-clads and other vessels of heavy draught could not be gotten over it; our departure was therefore delayed till the next day.

On the morning tide of the 12th the vessels in the harbor passed out, and the whole fleet of naval vessels and transports got under way for this place. As we were leaving, the vessels containing General Abbott's command came in sight; orders were sent to them to follow us.

We did not arrive off Federal Point until nearly night-fall, consequently the subsequent experience fully justified the delay; it would have been extremely difficult to land the men at night.

At 4 o'clock A. M. of the 13th, the inshore division of naval vessels stood in close to the beach to cover the landing. The transports followed

them and took positions as nearly as possible in a line parallel to and about two hundred yards outside of them. The iron-clads moved down to within range of the fort and opened fire upon it. Another division was placed to the northward of the landing place, so as to protect our men from any attack from the direction of Masonboro' Inlet. At 8 o'clock P. M. nearly 8,000 men, with three days' rations in their haversacks, and 40 rounds of ammunition in their boxes, six days' supply of hard bread in bulk, 300,000 additional rounds of small-arm ammunition, and a sufficient number of entrenching tools had been safely landed. The surf on the beach was still quite high, notwithstanding the men had their rations and ammunition ruined by water; with this exception, no accident of any kind occurred.

As soon as the troops had commenced landing pickets were thrown out; they immediately encountered outposts of the enemy, and shots were exchanged with them, but no serious engagement occurred. A few prisoners were taken, from whom I learned that Hoke's Rebel division, which it was supposed had been sent from South, was still there, and that it was his outposts which we were meeting.

The first object which I had in view after landing was to throw a strong defensive line across the peninsula from Cape Fear River to the sea, facing Wilmington, so as to protect our rear from attack while we should be engaged in operating against Fisher. Our maps indicated that a good position for such a line would be found a short distance above the head of Myrtle sound, which is a long shallow piece of water separated from the ocean by a sand spit of about 100 yards in width, and communicates with it by Masonboro' inlet.

It was supposed that the right flank of a line at that point would be protected by the sound, and, being above its head, that we should by it control the beach as far up as the inlet, and thus, in case of need, be able to land supplies in quiet water there. Our landing place was selected with reference to this idea. An examination made after we landed showed that the sound for a long distance above its head was so shallow as to offer no obstacle to the passage of troops at low tide, and as the further down the peninsula we should go the shorter would be our line across it, it was determined to take up a position where the map showed a large pond occupying nearly one-third of the width of the peninsula at about three miles from the fort. Shortly before 5 o'clock, leaving Abbott's brigade to cover our stores, the troops were put in motion for the last-named point. On arriving at it, the "pond" was found to be a sand-flat, sometimes covered with water, giving no assistance to the defence of a line established behind it. Nevertheless, it was determined to get a line across at this place, and Paine's division, followed by two of Ames' brigades, made their way through. The night was very dark, much of the ground was a marsh, and ill-adapted to the construction of works, and the distance was found to be too great to be properly defended by the troops which could be spared from the direct attack upon the fort. It was not until 9 o'clock P. M. that Paine succeeded in reaching the river.

The ground still nearer the fort was then reconnoitered and found to be much better adapted to our purposes; accordingly, the troops were withdrawn from their last position and established on a line about two miles from the works. They reached this final position at 2 o'clock A. M. of the 14th instant. Tools were immediately brought up and the entrenchment were commenced. At 8 o'clock a good breastwork, reaching from the river to the sea, and partially covered by abatis, had been constructed and was in a defensible condition. It was much improved afterward, but from this time our foothold on the peninsula was secured.

Early in the morning of the 14th, the landing of the artillery was commenced, and by sunset all the light guns were gotten on shore. During the following night they were placed on the line, most of them near the river, where the enemy, in case he should attack us, would be least exposed to the fire of the gunboats.

Curtis's brigade of Ames' division was moved down toward Fisher during the morning, and at noon his skirmishers, after capturing on their way a small steamer which had come down the river with shells and forage for the garrison of the fort, reached a small unbroken outwork in front of the west end of the land front of the fort.

General Curtis, Lieutenant-Colonel (now Brevet Brigadier-General) Comstock, the chief engineer of the expedition, and myself, under the protection of the fire of the fleet, made a careful reconnaissance of the work, getting within six hundred yards of it. The report of General Comstock, which, with its accompanying map, is appended hereto, gives a full description of it and its condition at that time.

As the result of this reconnaissance, and in view of the extreme difficulty which might be expected in landing supplies and the material for a siege on the open and often tempestuous beach, it was decided to attempt an assault the next day, provided that in the meantime the fire of the Navy should so far destroy the palisades as to make one practicable.

This decision was communicated to Admiral Porter, who at once placed a division of his vessels in a position to accomplish this last-named object. It was arranged in consultation with him that a heavy bombardment from all the vessels should commence early in the morning and continue up to the moment of the assault, and that even then it should not cease, but should be diverted from the points of attack to other parts of the work.

It was decided that the assault should be made at 3 o'clock P. M.; that the Army should attack on the western half of the land face, and that a column of sailors and marines should assault at the northeast bastion.

The fire of the Navy continued during the night. At 8 o'clock A. M. of the 15th all of the vessels, except a division left to aid in the defence of our northern line, moved into position, and a fire, magnificent alike for its power and accuracy, was opened.

Ames's division had been selected for the assault. Paine was placed in command of the defensive line, having with him Abbott's brigade in addition to his own division. Ames's first brigade—Curtis's—was already at the outwork above mentioned, and in trenches close around it; his other two brigades, Pennington's and Bell's, were moved at noon to within supporting distance of him. At 2 o'clock preparations for the assault were commenced. Sixty sharpshooters from the Thirteenth Indiana Volunteers, armed with the Spencer repeating carbine, and forty others, volunteers from Curtis's brigade, the whole under command of Lieutenant-Colonel Lent, of the Thirteenth Indiana, were thrown forward at a run to within 175 yards of the work. They were provided with shovels, and soon dug pits for shelter, and commenced firing at the parapet.

As soon as this movement commenced the parapet of the fort was manned and the enemy's fire, both of musketry and artillery, opened.

As soon as the sharpshooters were in position Curtis's brigade was moved forward by regiment at the double quick into line at about 475 yards from the work. The men there laid down. This was accompanied under a sharp fire of musketry and artillery, from which however, they soon sheltered themselves by digging shallow trenches.

When Curtis moved from the outwork Pennington was brought up to it, and Bell was brought up to within 200 yards in his rear. Finding that a good cover for Curtis's men could be found on the reverse slope of a crest 60 yards in the rear of the sharpshooters, they were again moved forward, one regiment at a time, and again covered themselves in trenches. Pennington followed Curtis and occupied the ground vacated by him, and Bell was brought up to the outwork.

It had been proposed to blow up and cut down the palisades; bags of powder, with fuses attached, had been prepared, and a party of volunteer axmen organized; but the fire of the Navy had been so effective during the preceding night and morning that it was thought unnecessary to use the powder. The axmen, however, were sent in with the leading brigade, and did good service by making openings in portions of the palisading which the fire of the Navy had not been able to reach.

At 3:25 P. M. all the preparations were completed, the order to move forward was given to Ames, and a concerted signal was made to Admiral Porter to change the direction of his fire.

Curtis's brigade at once sprang from their trenches and dashed forward in line; its left was exposed to a severe enfilading fire, and it obliqued to the right so as to envelope the left of the land front; the ground, over which it moved was marshy and difficult, but it soon passed the palisades, passed through them, and effected a lodgment on the parapet. At the same time the column of sailors and marines, under Fleet Captain K. R. Breese, advanced up the beach in the most gallant manner and attacked the northeast bastion; but, exposed to a murderous fire, they were unable to get up the parapet. After a severe struggle and a heavy loss of valuable officers and men, it became apparent that nothing could be effected at that point, and they were withdrawn. When Curtis moved forward, Ames directed Pennington to move up to the rear of the sharpshooters, and brought Bell up to Pennington's late position, and as soon as Curtis got a foothold on the parapet sent Pennington in to his support. He advanced, overlapping Curtis's right, and drove the enemy from the heavy palisading, which extended from the west end of the land face to the river, capturing a considerable number of prisoners; then pushing forward to their left, the two brigades together drove the enemy from about one quarter of the land face. Ames then brought up Bell's brigade, and moved it between the work and the river. On this side there was no regular parapet, but there was an abundance of cover afforded to the enemy by

cavities from which sand had been taken for the parapet, the ruins of barracks and storehouses, the large magazine, and by traverses behind which they stubbornly resisted our advance. Hand to hand fighting of the most desperate character ensued, the huge traverses of the land face being used successively by the enemy as breastworks, over the tops of which the contending parties fired in each other's faces. Nine of these were carried one after the other by our men.

When Bell's brigade was ordered into action I foresaw that more troops would probably be needed, and sent an order for Abbott's brigade to move down from the north line, at the same time requesting Captain Breeze to replace them with his sailors and marines. I also directed General Paine to send me one of the strongest regiments of his own division; these troops arrived at dusk and reported to General Ames. At 6 o'clock, Abbott's brigade went into the fort; the regiment from Paine's division—the Twenty-seventh United States colored troops, Brevet Brigadier-General A. M. Blackman commanding—was brought up to the rear of the work, where it remained under fire for some time, and was then withdrawn. Until 9 o'clock the fire of the Navy continued upon that portion of the work not occupied by us; after that time it was directed on the beach, to prevent the coming up of reinforcements, which it was thought might possibly be thrown over from the right bank of the river to Battery Buchanan. The fighting for the traverses continued till nearly 9 o'clock, two more of them being carried; then a portion of Abbott's brigade drove the enemy from their last remaining strongholds, and the occupation of the work was completed.

The same brigade, with General Blackman's regiment, were immediately pushed down the Point to Battery Buchanan, whither many of the garrison had fled. On reaching the battery all of the enemy who had not been previously captured were made prisoners. Among them were Major-General Whiting, and Colonel Lamb, the commandant of the fort.

About 4 o'clock in the afternoon Hoke advanced against our north line, apparently with the design of attacking it; but it was his intention to abandon it after a skirmish with our pickets.

During the day Brevet Brigadier-General H. L. Abbott, Chief of Artillery, was busily engaged in landing artillery and ammunition, so that if the assault failed siege operations might at once be commenced'.

Consequent to the fall of Fisher, the enemy, during the night of the 16th and 17th, blew up Fort Caswell, and abandoned both it and their very extensive works on Smith's Island, at Smithsville and Reeve's Point, thus placing in our hands all the works erected to defend the mouth of the Cape Fear River.

In all the works were found 169 pieces of artillery, nearly all of which were heavy, over 2,000 stands of small arms, considerable quantities of commissary stores, and full supplies of ammunition. Our prisoners numbered 112 commissioned officers and 1,971 enlisted men.

I have no words to do justice to the behavior of both officers and men on this occasion; all that men could do they did. Better soldiers never fought. Of General Ames I have already spoken in a letter recommending his promotion. He commanded all the troops engaged and was constantly under fire. His great coolness, good judgment, and skill were never more conspicuous than on this assault. Brigadier-General Curtis and Colonel Pennypacker, Bell, and Abbott—the brigade commanders—led them with the utmost gallantry. Curtis was wounded after fighting in the front rank, rifle in hand; Pennypacker, while carrying the standard of one of his regiments, the first man in a charge over a traverse. Bell was mortally wounded near the palisades.

Brevet Brigadier-General Blackman deserves high praise for the zeal and energy displayed by him in constructing our defensive line, a work absolutely essential to our success.

Brevet Brigadier-General Blackman deserves mention for the prompt manner in which he brought his regiment up to the work, and afterward followed up the retreating enemy.

To Brevet Brigadier-General C. B. Comstock, side-de-camp on the staff of the Lieutenant General, I am under the deepest obligations. At every step of our progress I received from him the most valuable assistance. For the final success of our part of the operations the country is more indebted to him than to me.

Colonel George S. Dodge, Chief Quartermaster of the Army of the James, accompanied me as Chief Quartermaster of the forces under my command. His able and energetic performance of his multifarious duties was all that could be wished for, and reflected the highest honor upon him.

Surgeon Norman S. Barnes, United States Volunteers, Medical Director, and Surgeon A. J. H. Bazzell, Third New Hampshire Volunteers, Medical Inspector of the expedition, discharged their laborious duties on the field and in the hospital in a manner most creditable to their ability and humanity. I desire to express my high appreciation of the services of these officers.

I shall have the honor to submit a supplemental report in reference to these subordinate officers and enlisted men who distinguished themselves on this occasion.

I should signify fail to do my duty were I to omit to speak in terms of the highest admiration of the part borne by the Navy in our operations. In all ranks, from Admiral Porter to his seamen, there was the utmost desire not only to do their proper work, but to facilitate in every possible manner the operations of the land forces. To him and to the untiring efforts of his officers and men are we indebted that our men, stores, tools, and ammunition were safely and expeditiously landed, and that our wounded and prisoners were embarked for transportation to the North; to the great accuracy and power of their fire it is owing that we had not to confront a formidable artillery in the assault, and that we were able with but little loss to push forward the men, preparatory to it, to a point nearly as favorable for it as the one they would have occupied had seige operations been undertaken and the work systematically approached. The assault of the sailors and marines, although it failed, undoubtedly contributed somewhat to our success, and certainly nothing could surpass the perfect skill with which the fleet was handled by its commander. Every request which I made to Admiral Porter was most cheerfully complied with, and the utmost harmony has existed between us from the outset to the present time.

I forward herewith General Ames' report.

I have the honor to be, General, very respectfully, your obedient servant,

ALFRED H. TERRY, Major General.

Brigadier-General I. A. Rawlins, Chief of Staff, City Point, Virginia.

REPORT OF COLONEL COMSTOCK.

HEADQUARTERS UNITED STATES FORCES,

FORT FISHER, NORTH CAROLINA,

January 27, 1865.

Sir:—I have the honor to submit the following report of engineering operations in connection with the capture of Fort Fisher, together with a sketch of that work and another of the country in its vicinity. Fort Fisher is situated on the peninsula between the Cape Fear River and the Atlantic Ocean, about a mile and a half northeast of Federal Point. For five miles north of Federal Point this peninsula is sandy and low, not rising more than fifteen feet above high tide, the interior abounding in fresh-water swamps, often wooded and almost impassable, while much of the dry land till one gets within half a mile of Fort Fisher is covered with wood or low undergrowth, except a strip about three hundred yards wide along the sea-shore. The landing of the troops composing the expedition was effected on the sea-beach about five miles north of Fort Fisher, on January 12, and Paine's division was at once pushed across to Cape Fear River with instructions to take up a line to be held against any attack from the direction of Wilmington. This line on the morning of January 13 was already defendable and was further strengthened during the day, while on the 14th a second line was laid out and begun under charge of Lieutenant J. H. Price in rear of its left. Pioneer companies were organized in Ames' and Paine's divisions, and during the 14th the fire of the rebel gunboat *Chickamauga* killed and wounded a number of our men. Lieutenant O. K. Chaffee with his company of the Fifteenth Regiment New York Volunteers Engineers was directed to build a battery for two 30-pounder Parrots on the bank of the river to keep her off.

On the afternoon of January 14th a reconnaissance was pushed under the direction of the Major-General commanding to within five hundred yards of Fort Fisher, a small advanced work being taken possession of. This was at once turned into a defensive line to be held against any attempt from Fort Fisher. The reconnaissance showed that the palisading in front of the work had been seriously injured by the Navy fire; only nine guns could be seen on the land front where sixteen had been counted on Christmas day; the steady, though not rapid fire of the Navy, prevented the enemy from using either artillery or musketry on the reconnoitering party; it seemed probable that troops could be got within two hundred yards of the work without serious loss, and it was a matter of great doubt whether the necessary ammunition could be supplied by the open beach if regular approaches were determined on. It was decided to assault, and the assault was made on the 15th, at 3:30 P.M., after three hours of heavy Navy fire, by three deployed brigades following one another at intervals of about three hundred yards, and each making its final rush for the west end of the land face, from a rough rifle pit about three hundred yards from the work.

At the point attacked the palisading was less injured than elsewhere, it being partially hidden, and it was necessary to use axes to cut and timbers to batter it down, in order that the troops might pass readily through it. Powder sacks for blowing the palisades down had been prepared but were not used.

After seven hours' fighting, gaining traverse by traverse, the work was won.

Fort Fisher consists of two fronts—the first, or land front, running across the peninsula at this point, seven hundred yards wide, is four hundred and eighty yards in length, while the second or sea front runs from the right of the first parallel to the beach to the mound battery—a distance of thirteen hundred yards. The land front is intended to resist any attack from the north, the sea front to prevent any of our naval vessels from running through New Inlet or landing troops on Federal Point.

1. *Land Front.*—This front consists of a half bastion on the left or Cape Fear River side, connected by a curtain with a bastion on the ocean side. The parapet is twenty-five feet thick, averages twenty feet in height, with traverses rising ten feet above it and running back on their tops, which were from eight to twelve feet in thickness, to a distance of from thirty to forty feet from the interior crest. The traverses on the left half bastion were about twenty-five feet in length on top.

The earth for this heavy parapet and the enormous traverses at their inner ends, more than thirty feet in height, was obtained partly from a shallow exterior ditch, but mainly from the interior of the work. Between each pair of traverses there was one or two guns. The traverses on the right of this front were only partially completed. A palisade, which is loopholed and has a banquette, runs in front of this face at a distance of about fifty feet in front of the face of the exterior slope from the Cape Fear River to the ocean, with a position for a gun between the left of the front and the river, and another between the right of the front and the ocean. Through the middle traverse on the right curtain was a bomb-proof postern whose exterior opening was covered by a small redan for two field-pieces, to give flank fire along the curtain. The traverses were generally bomb-proofed for men or magazines. The work appear to have been revetted with marsh sod, or covered with grass, and to have had an inclination of forty-five degrees, or a little less. On those slopes most exposed to Navy fire the revetment or grassing has been entirely destroyed, and the inclination reduced to thirty degrees.

The ends of traverses as they rise above the parapet are very ragged. Still all damage done to the earthwork can be readily repaired, its strength being about the same as before the bombardment. The damage done by the Navy fire was, first, to the palisades, which were so injured as in most places to be little obstacle to assaulting troops; second, to guns and carriages. There were originally on the front 21 guns and 3 mortars. Of these three-fourths were rendered unserviceable by injuries to either gun or carriage. The gun in the right bastion, the field-pieces in front of the postern, and one or two mortars, were used against the assaulting troops.

There was a formidable system of torpedoes two hundred yards in advance of this front, the torpedoes being about eighty feet apart, and each containing about one hundred pounds of powder. They were connected with the fort by three sets of wires; fortunately the sets leading directly to those over which the Army and Navy columns moved had been cut by shells, and no torpedo was exploded.

2. *Sea Front.*—This front consists of a series of batteries mounting in all 24 guns, the different batteries being connected by a strong infantry parapet, so as to form a continuous line. The same system of heavy traverses are also generally bomb-proofed. Captain N. Adams, Fourth New Hampshire Volunteers, and First Lieutenant J. H. Price, Fourth United States Colored Troops, commanding pioneer companies of Ames' and Paine's divisions, and First Lieutenant K. S. O. Kuffe, commanding company of Fifteenth New York Volunteer Engineers, have, with their commands, been of great service in the construction of batteries and defensive works. First Lieutenant A. M. Knowlton, Fourth New Hampshire Volunteers, has rendered valuable assistance in making sketches of Fort Fisher; as also private Shultz, Fifteenth New York Volunteer Engineers.

Very respectfully, your obedient servant, C. B. COMSTOCK, Lieutenant-Colonel and Brevet Brigadier-General, Chief Engineer.

May 1 A. TERRY, A. A. G.

It may be added that in thirty bombproofs and magazines and their passages there were fourteen thousand five hundred feet of floor space, not including the main magazine which was exploded, and whose dimensions are unknown. C. B. C.

NAVY GAZETTE.

In the enumeration of officers of the Navy which we published last week, a typographical error made us say, 384 Acting Assistant Surgeons, instead of that number of Acting Assistant Paymasters.

REGULAR NAVAL SERVICE.

ORDERED.

FEBRUARY 27.—Lieutenants George C. Hemey and B. N. Schoonmaker, to the *De Soto*.

Commander J. W. A. Nicholson, to the *Mohawk*.

Commander George M. Colvocores, to command the *St. Mary's*.

Second Assistant Engineer Thomas Lynch, to the *Galena*.

FEBRUARY 28.—Assistant Surgeon C. H. Page, to the Navy Yard Boston, M. 15.

MARCH 1.—Rear-Admiral Samuel F. Du Pont to duty as a member of a Board of which Vice-Admiral Farragut is President, at Washington, D. C.

Lieutenant Commander James E. Jouett, to the Navy Yard, New York.

Lieutenant Beatty P. Smith to the *Susquehanna*.

MARCH 3.—Chief Engineer George S. Bright, to superintend all Government work now building at the establishment of Merrick & Sons, at Philadelphia, Pa.

Second Assistant Engineer George E. Tower to the *Galena*.

DETACHED.

FEBRUARY 27.—Captain Edward Middleton, from the command of the *St. Mary's*, on the reporting of his relief, and ordered North.

MARCH 1.—Lieutenant-Commander Leonard Paulding, from the Navy Yard New York, on the reporting of his relief, and ordered to command the *Monocacy*.

Lieutenant-Commander John H. Upsher, from the command of the *A. D. Vance*, and ordered to report to the Department for special duty.

Third Assistant Engineer S. C. McLanahan, from the *Memphis*, and waiting orders.

Second Assistant Engineer Isaac R. McNary, from the *Flag*, and waiting orders.

Lieutenant George M. Brown, from the *Susquehanna*, and waiting orders.

MARCH 3.—Assistant Surgeon David F. Ricketts, from the Naval Rendezvous, New York, and ordered to the *New National*, Mississippi Squadron.

Assistant Surgeon Henry C. Eckstein, from the Naval Rendezvous, Philadelphia, and ordered to the *General Lyon*, Mississippi Squadron.

ORDERS REVOKED.

FEBRUARY 27.—Commander M. C. Marin, to command the *Varuna*.

RESIGNATIONS ACCEPTED.

FEBRUARY 28.—Assistant Surgeon S. G. Webber, of the *Nahant*, to take effect on the 10th of April, 1865.

MARCH 1.—Assistant Surgeon Heber Smith, at the Naval Hospital, New Orleans, La., to take effect on the receipt of this order.

MISCELLANEOUS.

MARCH 2.—Lieutenant-Commander Richard L. Law, placed on the retired list.

VOLUNTEER NAVAL SERVICE.

ORDERED.

FEBRUARY 27.—Acting Master Alfred Everson and Acting Ensign A. H. Hazard, to the *De Soto*.

Acting Ensign C. R. Fleming, to the *Trefoil*.

FEBRUARY 28.—Acting Assistant Paymaster George E. Martin, to the *Adela*.

MARCH 1.—Acting Master Robert Y. Holley, to command the *Newbern*.

MARCH 3.—Acting Assistant Surgeon S. C. Johnson, to the Mississippi Squadron.

Acting Master R. B. Arrants to the command of the *Currituck*.

DETACHED.

FEBRUARY 28.—Acting Master William Hedger, Acting Ensigns William J. Kirby, Simpson Jenney, Henry Hamer and Acting

Second Assistant Engineer John Powers, from the *Merrimac*, and waiting orders.

Acting Master G. H. Leins, from the command of the bark *Gen. of the Sea*, and waiting orders.

Acting Master R. B. Arrants and Acting Ensigns B. P. Trask and Samuel T. Bias, from the bark *Gen. of the Sea*, and waiting orders.

Acting Master L. Wells, from the *New London*, and ordered North.

Acting Assistant Surgeon James D. Noble, from the *Princeton*, and ordered to the Mississippi Squadron.

Acting Assistant Surgeon Benjamin A. Sawyer, from the *Ohio*, and ordered to the *Lexington*, Mississippi Squadron.

Acting Assistant Surgeon P. H. Johnson, from the *North Carolina*, and ordered to the *Hunchback*.

Acting Assistant Surgeon George Shields, from the Mississippi Squadron, and placed on sick leave.

Acting Master's Mate E. J. Hennessy, from the *New London*, and ordered North with permission for examination at New York.

Acting Master's Mate G. J. Anderson, from the bark *Gen. of the Sea*, and waiting orders.

Acting Third Assistant Engineer David D. Fennell, from the *Nauvoo*, and ordered to the *Cisco*.

MARCH 1.—Acting Master R. O. Patterson, from the command of the *Memphis*, and waiting orders.

Acting Gunner J. H. Pennington, from the *Flag*, and ordered to the *Monocacy*.

Acting Master William Tallman, Acting Ensigns William Gove, E. W. Walton and C. V. Kelly, Acting Assistant Surgeon William J. Burge, Acting Second Assistant Engineer C. McEwan, Acting Third Assistant Engineers Henry A. Chase, Lory Bennett and Theodore Scudder, from the *Flag*, and waiting orders.

Acting Master John B. Childs, Acting Ensigns Seth W. Cowing, B. D. Reed and George Chamberlain, Acting Assistant Surgeon W. H. Bates, Acting Second Assistant Engineers Peter Anderson and C. H. McCarty, and Acting Third Assistant Engineer John E. Connor, from the *Memphis*, and waiting orders.

Acting Assistant Surgeon Benjamin G. Walton, from the bark *Gen. of the Sea*, and waiting orders.

Acting Volunteer Lieutenant Samuel B. Washburne, from the *Newbern*, and ordered to command the *A. D. Vance*.

Acting Assistant Paymaster O. B. Sagnave, from the *Flag*, on the transfer of the crew, &c., and ordered to settle his accounts.

Acting Assistant Paymaster Henry G. Colby, from the bark *Gen. of the Sea*, on the transfer of the crew, &c., and ordered to settle his accounts.

Acting Master's Mate William Merrill, from the *Flag*, and ordered to the *Savannah*.

Acting Master's Mate F. A. Little, from the *Merrimac*, and ordered to the *Savannah*.

MARCH 2.—Acting Master's Mate Charles D. Moore, from the late *Merrimac*, and ordered to the *Savannah* for instruction and detail.

Acting Master's Mate P. M. Ryter, from the *Trefoil*, with permission to report to Rear-Admiral D. C. Ingalls for hospital treatment.

Acting Assistant Surgeon G. F. Riddle, from the *Ohio*, and ordered to the South Atlantic Squadron.

Acting Assistant Surgeon Lewis Darling, Jr., from the *North Carolina*, and ordered to the South Atlantic Squadron.

Acting Assistant Surgeon J. J. Sowerby, from the *late Merrimac*, and waiting orders.

Acting Ensign Charles Moore, from the *Ohio*, and ordered to the *Trefoil*.

APPOINTED.

FEBRUARY 27.—John Walker of the *Gen. of the Sea*, Acting Ensign, and detached from that vessel, and ordered to the Potomac Flotilla.

Henry Charles White, of New York, Acting Second Assistant Engineer, and ordered to the *Adela*.

Thomas Looby, of the *Squadron*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

Barthold C. H. Hanson, of Philadelphia, Pa., James Henry Dean, of Chester, Pa., and Charles S. Glass, of Washington, D. C., Acting Third Assistant Engineers, and ordered to the Potomac Flotilla.

Nelson Ingram, of Bellevue Hospital, New York, Acting Assistant Surgeon, and ordered to the *North Carolina*.

Henry C. Meredith, of Philadelphia, Pa., Acting Assistant Surgeon, and ordered to the *Princeton*.

FEBRUARY 28.—J. W. Nystrom and G. B. Whiting, of the Bureau of Steam Engineering, Acting Chief Engineers, and ordered to remain on duty in the Bureau.

Louis Pattails, of Maspeth, Green county, N. Y., Acting Third Assistant Engineer, and ordered to the *Queen*.

Charles H. Woods, of Boston, Mass., Acting Third Assistant Engineer, and ordered to the *Nauvoo*.

James Horace Wilson, of Boston, Mass., Ralph Robinson Lee, of Pottsville, Pa., and Ernest O. Blackwell, of Baltimore, Md., Acting Third Assistant Engineers, and ordered to the *De Soto*.

Abram W. Hunt, of the 12th Ohio Volunteer Cavalry, Acting Assistant Surgeon, for duty in the Mississippi Squadron, and ordered to that squadron without delay.

MARCH 1.—William K. Engell, of the Navy Yard, Philadelphia, Acting Ensign, and ordered to the *Santiago de Cuba*.

Linnas Fussell, of Philadelphia, Pa., Acting Assistant Surgeon, and ordered to the *Princeton*.

MARCH 2.—Acting Ensign H. B. O'Neill, of the *Curlew*, Mississippi Squadron.
Acting Volunteer Lieutenant Commander Edgar Broadhead, commanding the *Saratoga*.
Acting Second Assistant Engineer John M. Barrow, of the *Bremen*.
MARCH 3.—Acting Ensign Alfred Hornsby, of the *New National*.
Acting Master's Mate Charles P. Luscomb, of the *Sunflower*.
Acting Master George D. Little, of the *Brilliant*, and Acting Ensign E. C. Van Pelt, of the *Tenessee*, Mississippi Squadron.

ORDERS REVOKED.

FEBRUARY 28.—Acting Second Assistant Engineer James W. Milstead, to the *Donegal*, and ordered to the *De Soto*.
DISMISSED.

MARCH 1.—Acting Master's Mate John Diversaux, of the *Carabassett*.
APPOINTMENTS REVOKED.

MARCH 8.—Acting Third Assistant Engineer William McKenzie, of the *General Grant*, Mississippi Squadron.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureaus of Medicine and Surgery for the week ending March 4th, 1865:—
John D. Bouchier, marine, February 23, 1865, Naval Hospital, Portsmouth, N. H.
Marshall C. Campbell, lieutenant-commander, February 22, 1865, Baltimore, Md.
Leonard Avery, landsman, February 18, 1865, Naval Hospital, Chelsea, Mass.
Thomas Sharp, boatswain's mate, February 13, 1865, Naval Hospital, Memphis, Tenn.
George Cook, ordinary seaman, February 18, 1865, Naval Hospital, Norfolk, Va.
George Nichols, seaman, February 25, 1865, Naval Hospital, Norfolk, Va.
Frank C. Williams, seaman, February 26, 1865, Naval Hospital, Norfolk, Va.
Henry B. West, seaman, February 26, 1865, Naval Hospital, Norfolk, Va.
John Smith, seaman, February 19, 1865, Naval Hospital, New York.
Robert A. Boardman, landsman, February 23, 1865, Naval Hospital, New York.
Hugh McQuillan, landsman, February 25, 1865, Naval Hospital, New York.
William Sullivan, landsman, January 17, 1865, U. S. steamer *Fort Jackson*, at sea.
James Cobb, seaman, February 20, 1865, U. S. steamer *Shawmut*, Cape Fear, N. C.
James Hayes, seaman, February 20, 1865, U. S. steamer *Shawmut*, Cape Fear, N. C.
William McDonald, seaman, February 18, 1865, U. S. steamer *Lenape*, Cape Fear River, N. C.
John Lux, landsman, February 18, 1865, U. S. steamer *Lenape*.
Pompey Gilmore (colored), landsman, February 18, 1865, U. S. steamer *Lenape*.
Burill Knight (colored), landsman, February 18, 1865, U. S. steamer *Lenape*.
William Brian, quartermaster, February 17, 1865, U. S. steamer *Project*, Cape Fear River, N. C.
William Wilson, 1st, captain, forecastle, February 18, 1865, U. S. steamer *Chippewa*, Cape Fear River, N. C.
John Williams, seaman, Naval Hospital, New York.
John Burton, seaman, February 25, 1865, Naval Hospital New York.
James Cullen, landsman, February 24, 1865, U. S. steamer *New Genesee*.
John Williams, gunner's mate, February 9, 1865, U. S. steamer *New London*.
Charles Flood, ordinary seaman, February 3, 1865, U. S. steamer *Midnight*.
Michael J. Sullivan, coxswain, February 7, 1865, U. S. steamer *Ino*.
Adam Moultrie (colored), landsman, January 17, 1865, U. S. steamer *New Hampshire*.
Henry Casey, ordinary seaman, February 1, 1865, U. S. steamer *New Hampshire*.
Jerry Nelson (colored), January 28, 1865, U. S. steamer *New Hampshire*.
John King, landsman, February 13, 1865, U. S. steamer *Pawnee*.
Peter Morris, seaman, November 19, 1864, U. S. brig *Perry*.
John G. Swearingen, landsman, January 16, 1865, U. S. brig *A. Douglass*.
Louis Stock, seaman, February 27, 1865, U. S. School Ship, *Constitution*.
Richard Acton, landsman, January 15, 1865, U. S. steamer *Tacony*.
James Tallentyne, gunner, January 15, 1865, U. S. steamer *Tacony*.
Cornelius Bleacher, ordinary seaman, January 15, 1865, U. S. steamer *Tacony*.
William Brown, seaman, January 16, 1865, U. S. steamer *Tacony*.
William Thomas, seaman, December 21, 1864, U. S. steamer *Tacony*.

ARMY GAZETTE.

CONFIRMATIONS BY THE SENATE.

IN THE REGULAR ARMY.

Major-General John M. Schodfield, United States Volunteers, and captain in the 1st United States Artillery, to be brigadier-general in the Regular Army, from November 30, 1864, vice Sheridan, appointed major-general.

Major-General Oliver O. Howard, United States Volunteers, to be brigadier-general in the Regular Army, to date from December 21, 1864, vice Thomas, appointed major-general.

EIGHTEENTH REGIMENT OF INFANTRY.

First Sergeant William W. Bell, of company A, to be second Lieutenant, from February 21, 1864, vice Phelps, declined.

QUARTERMASTER'S DEPARTMENT.

Captain Richard N. Batchelder A. Q. V., to be assistant quartermaster, with the rank of captain, February 16, 1865, vice Myers, promoted.

BREVET PROMOTIONS IN THE REGULAR ARMY.

Colonel Gabriel R. Paul, U. S. A., to be brigadier-general by brevet, from February 23, 1865.

Major Henry W. Wallen, 7th U. S. I., to be Lieutenant-colonel by brevet, and lieutenant-colonel by brevet, from February 23, 1865.

Captain Francis Fessenden, 19th U. S. I., to be major by brevet, and lieutenant-colonel by brevet, from July 6, 1864.

Captain Henry C. Morgan, 12th U. S. I., to be major by brevet, from August 1, 1864.

APPOINTMENTS IN THE VETERAN RESERVE CORPS.

TO BE CAPTAINS.

Richard Goebel, from February 21, 1865.
Thomas H. Hay, from February 21, 1865.
S. O. Burham, from February 21, 1865.
Joseph M. Durkee, from February 21, 1865.
John M. Cieghorn, from February 21, 1865.
Joseph C. Rodriguez, from February 21, 1865.

TO BE FIRST LIEUTENANTS.

Stevens E. Longyear, from February 21, 1865.
Aurora C. Keel, from February 21, 1865.
Joseph F. Allison, from February 21, 1865.
William H. Bower, from February 21, 1865.
Amos S. Collins, from February 21, 1865.
Orlando F. Leman, from February 21, 1865.
James K. Warden, from February 21, 1865.
Charles E. Joslyn, from February 21, 1865.

TO BE SECOND LIEUTENANTS.

Alexander McL. Crawford, from February 21, 1865.

FOR BREVET PROMOTIONS IN THE VOLUNTEER FORCE.

TO BE MAJOR-GENERAL BY BREVET.

Brigadier-General Jefferson C. Davis, U. S. V., August 8, 1864.
Brigadier-General J. W. Birge, U. S. V., February 25, 1865.
Brigadier-General John R. Brooke, U. S. V., August 1, 1864.
Brigadier-General John A. Rawlins, U. S. V., February 24, 1865.
Brigadier-General William T. Ward, U. S. V., February 24, 1865.

TO BE BRIGADIER-GENERAL BY BREVET.

Colonel Charles W. Adams, 12th Kansas Vols. from February 13, 1865.
Colonel J. M. Williams, 1st Kansas Colored Vols., from February 13, 1865.
Colonel James F. Hall, 1st New York Engineers, from February 13, 1865.

Lieutenant-Colonel S. E. Chamberlain, 1st Massachusetts Cavalry, from February 24, 1865.

Colonel George M. Cole, 2d U. S. Colored Troops, from February 25, 1865.

Lieutenant-Colonel Theodore Head, Assistant Adjutant-General of Volunteers, to be colonel by brevet, and brigadier-general by brevet, to date from February 19, 1865.

Colonel C. D. McDougal, of the 114th N. Y. Vols., from February 25, 1865.

Lieutenant-Colonel Francis M. Drake, of the 36th Iowa Volunteers, from February 22, 1865.

Colonel H. M. Plaisted, of the 11th Maine Volunteers, from February 21, 1865.

Colonel John Ritchie, of the 2d regiment of Indian Home Guards (Kansas Volunteers), from February 21, 1865.

Colonel D. Moore, of the 21st Missouri Volunteers, from February 21, 1865.

Colonel William Wells, of the 1st Vermont Cavalry, from February 22, 1865.

Colonel Alcez Alden, of the 169th New York Volunteers, from January 15, 1865.

Colonel Elias Wright, of the 10th United States Colored Troops, from January 15, 1865.

Colonel Rufus Daggett, of the 112th New York Volunteers, from January 12, 1865.

Colonel Jonathan H. Moore, of the 33d Wisconsin Volunteers, from February 18, 1865.

ADDITIONAL PROMOTIONS BY BREVET.

TO BE COLONELS BY BREVET.

Lieutenant-Colonel Horace Porter, Aide-de-Camp, from February 24, 1865.

Lieutenant-Colonel Frederick T. Dent, Aide-de-Camp, from February 24, 1865.

Lieutenant-Colonel Orville E. Babcock, Aide-de-Camp, from February 24, 1865.

Lieutenant-Colonel Theodore S. Bowers, Assistant Adjutant-General U. S. A., from February 24, 1865.

Lieutenant-Colonel E. S. Parker, Military Secretary, from February 24, 1865.

Lieutenant-Colonel Adam Badeau, Military Secretary, from February 24, 1865.

Lieutenant-Colonel S. P. Jennison, 10th Minnesota Volunteers, from February 23, 1865.

Captain Arthur Edwards, A. Q. V., to be major by brevet, lieutenant-colonel by brevet, and colonel by brevet, from February 22, 1865.

TO BE LIEUTENANT COLONELS BY BREVET.

Major F. A. H. Gaebel, V. R. C., from December 10, 1864.

Brevet Major Ira Ayer, V. R. C., from February 20, 1865.

Major W. H. H. Beadle, V. R. C., from December 13, 1864.

TO BE MAJORS BY BREVET.

Captain Ira Ayre, of the V. R. C., from February 20, 1865.

Captain John W. Jordan, V. R. C., from February 20, 1865.

Captain H. M. Stinson, Aide-de-Camp, from February 21, 1865.

APPOINTMENTS IN THE VOLUNTEER FORCE.

Brevet Brigadier-General G. A. Pennypacker, U. S. V., and colonel of the Ninety-seventh Pennsylvania Volunteers, to be brigadier-general of Volunteers, to date from February 18, 1865, vice H. D. Terry resigned.

Major Charles J. Stolbrand, of the 2d Illinois Light Artillery, to be brigadier-general of Volunteers, from February 18, 1865, vice Buckland resigned.

Captain William E. Furness, of the 45th U. S. Colored Troops, to be judge-advocate, with the rank of major, for the 25th Army Corps, from February 22, 1865, under the act approved July 17, 1862.

MEDICAL DEPARTMENT.

Assistant Surgeon Thomas C. Henry, U. S. V., to be surgeon of volunteers, to date from February 23, 1865.

Assistant Surgeon George A. Ogle, August 30, 1864.

Assistant Surgeon Abraham M. Mahon, August 30, 1864.

Assistant Surgeon Henry W. Davis, August 30, 1864.

Assistant Surgeon Henry Durham, August 30, 1864.

Assistant Surgeon William O. McDonald, September 15, 1864.

Assistant Surgeon Frank Gibson Porter, U. S. V., September 20, 1864.

Assistant Surgeon Benjamin McCluer, U. S. V., September 30, 1864.

Assistant Surgeon Milton B. Cochrane, U. S. V., November 23, 1864.

Assistant Surgeon Milton C. Woodworth, U. S. V., November 25, 1864.

Assistant Surgeon Charles H. Hood, U. S. V., November 28, 1864.

Assistant Surgeon M. F. Coggswell, U. S. V.

Assistant Surgeon Frederick Wolf, U. S. V.

Assistant Surgeon E. Griswold, U. S. V.

TO BE ASSISTANT SURGEONS.

Joseph W. Hayward, of Massachusetts, July 5, 1864.

Robert B. Brown, of Pennsylvania, July 5, 1864.

Albert B. Preseott, of Michigan, July 5, 1864.

John Feitzer, of Illinois, July 5, 1864.

Corwin B. Frazer, of Michigan, July 5, 1864.

John T. Brown, of New York, July 5, 1864.

Sphraim W. Buck, of New Jersey, July 21, 1864.

John S. McGraw, of Ohio, July 26, 1864.

Henry E. Williams, of New York, August 7, 1864.

Theophilus H. Tärner, of New Jersey, August 23, 1864.

Surgeon W. S. Tremain, 31st U. S. C. T., September 1, 1864.

Assistant Surgeon Israel C. Hogendobler, 143d Pa. Vols., September 7, 1864.

Bleeker L. Hovey, of New York, September 9, 1864.

Lewis Applegate, of New York, September 9, 1864.

Surgeon Daniel Stahl, 7th Ill. Cav., September 20, 1864.

Acting Assistant Surgeon William M. Dorran, U. S. A., September 20, 1864.

Acting Assistant Surgeon S. S. Jossop, U. S. A., September 20, 1864.

Walter Ure, of Pennsylvania, September 23, 1864.

Private F. C. M. Petard, of Co. E, 13th New York Cavalry, September 23, 1864.

Charles T. Reber, of Pennsylvania, September 26, 1864.

Godfrey A. Kretschmar, of New York, October 3, 1864.

J. P. Dowlin, of Pennsylvania, October 11, 1864.

R. M. Lackey, of Illinois, October 11, 1864.

John C. Miles, of Michigan, October 11, 1864.

D. G. Day, of Pennsylvania, October 11, 1864.

Edward K. Hogan, of New York, October 13, 1864.

T. P. Seely, of New Mexico, October 17, 1864.

W. J. McDermott, of New York, October 26, 1864.

Acting Assistant Surgeon William St. G. Elliott, U. S. A., October 26, 1864.

L. C. Chapin, of Connecticut, October 29, 1864.

Samuel W. Thayer, of Vermont, November 4, 1864.

J. H. Porter, of the District of Columbia, November 4, 1864.

William A. Gordon, of Kentucky, November 28, 1864.

J. C. Thorpe, of Kentucky, November 25, 1864.

J. G. Murphy, of Pennsylvania, November 25, 1864.

Pierson Rector, of New York, November 29, 1864.

John E. McGirr, of Pennsylvania, November 29, 1864.

Alexander Leiong, of New Jersey, November 30, 1864.

Walter R. Way, of Maryland, December 3, 1864.

Thomas E. Dunglison, of Pennsylvania, December 3, 1864.

John T. Harrison, of California, December 3, 1864.

Benjamin Tappan, of California, December 2, 1864.

James Kelly, of New Jersey.

Abial W. Nelson, of Massachusetts.

Acting Assistant Surgeon J. Victor De Hann, U. S. A.

Acting Assistant Surgeon W. G. Elliott, U. S. A.

Surgeon J. P. Prince, 9th Mass. Vols.

CONGRESS.

The Second Session of the Thirty-eighth Congress was brought to a close at noon on Saturday, the 4th of March, and was immediately followed by the Inauguration of the President and Vice-President and the organization of the Senate of the Thirty-ninth Congress, in response to the call of the President for an extra session. As Congress has now completed its work, it is unnecessary to give any further record of its proceedings, beyond the publication of the following list of bills and joint resolutions, relating to the military service, which have passed both houses during the session. We shall publish the text of the most important of these acts as soon as we can find space for them.

ACTS RELATING TO THE ARMY.

An act making appropriations for the support of the Army for the year ending June 30, 1865.

An act to provide for a chief of staff to the Lieutenant-General commanding the Armies of the United States.

An act making appropriations for the construction, preservation and repair of certain fortifications and other works of defense for the year ending the 30th of June, 1866.

An act authorizing the President to appoint a second Assistant Secretary of War.

An act for the better organization of the Subsistence Department.

An act to increase the efficiency of the medical corps of the Army.

An act to amend the several acts heretofore passed to provide for the enrolling and calling out the national forces and for other purposes.

An act to repeal an act entitled "An act to remove the United States Arsenal from the city of St. Louis, and to provide for the sale of the lands on which the same is located."

An act to pay to each of the surviving soldiers of the Revolution (five in number), whose names are on the pension roll, three hundred dollars annually as a gratuity in addition to the pension now paid them.

ACTS RELATING TO THE NAVY.

An act making appropriations for the naval service for the year ending 30th of June, 1866.

An act making appropriations for the support of the Military Academy for the year ending the 30th of June, 1866.

An act to increase the pay of midshipmen and others.

An act in relation to the Naval Observatory.

An act to establish the office of solicitor and naval judge-advocate.

An act to provide for an advance rank of officers of the Navy and Marine corps for distinguished merit.

An act to authorize the purchase or construction of revenue cutters on the lakes.

An act to establish the grade of vice-admiral in the United States Navy.

GENERAL ACTS.

An act to incorporate a national military and naval asylum for the relief of the totally disabled officers and men of the volunteer forces of the United States.

An act making appropriations for the payment of invalid and other pensions of the United States for the year ending the 30th of June, 1866.

An act supplementary to the several acts relating to pensions.

An act to prevent officers of the Army and Navy and other persons engaged in the military and naval forces of the United States from interfering in elections in the States.

An act to prevent the enlistment of persons charged with crime in the District of Columbia, as substitutes or as volunteers in the Army or Navy; and to prevent frauds at the district jail in the city of Washington.

An act to repeal the eighth section of an act entitled, "An act in addition to the several acts concerning commercial intercourse between loyal and insurrectionary States, and to provide for the collection of captured and abandoned property, and the prevention of frauds in States declared in insurrection," approved July 2, 1864, and for other purposes.

An act to establish a bureau for the relief of freedmen and refugees.

JOINT RESOLUTIONS.

A resolution tendering the thanks of Congress to Captain John A. Winslow, United States Navy, and to the officers and men under his command on board the United States steamer *Kearsarge*, in her conflict with the piratical craft the *Alabama*, in compliance with the President's recommendation to Congress of the 5th of December, 1864.

A resolution tendering the thanks of Congress to Lieutenant William B. Cushing, of the United States Navy, and to the officers and men who assisted him in his gallant and perilous achievement in destroying the Rebel steamer *Albemarle*, in compliance with the President's recommendation to Congress of the 5th of December, 1864.

A joint resolution tendering the thanks of the people and of Congress to Major-General William T. Sherman and the officers and soldiers of his command for their gallant conduct in their late brilliant movement through Georgia.

A joint resolution tendering the thanks of Congress to Rear-Admiral David D. Porter and the officers, petty officers, seamen and marines under his command, for their gallantry and good conduct in the recent capture of Fort Fisher.

A joint resolution to present the thanks of Congress to Brevet Major-General Alfred H. Terry and the officers and men under his command.

A joint resolution tendering the thanks of Congress to Major-General Philip H. Sheridan and the officers and men under his command.

A joint resolution of thanks to Major-General George H. Thomas and the army under his command.

A joint resolution authorizing the acceptance of a sword of honor from the government of Great Britain by Captain Henry S. Stellwagen, of the United States Navy.

A resolution appointing General Richard Delafield to be a Regent of the Smithsonian Institution.

A joint resolution to encourage enlistments and to promote the efficiency of the military forces of the United States.

A joint resolution to terminate the treaty of 1817, regulating the naval force on the lakes.

A joint resolution authorizing the Secretary of the Navy to expend a portion of the contingent fund for enlarging the Navy Department building.

A joint resolution to encourage the employment of disabled and discharged soldiers.

A joint resolution to provide for the publication of a full Army register.

Joint resolution authorizing the Secretary of the Navy to advance to Paul S. Forbes two hundred and fifty thousand dollars additional, out of the sum to be paid him under his contract for building a steam screw sloop-of-war.

Joint resolution directing inquiry into the condition of the Indian tribes and their treatment by the civil and military authorities.

Joint resolution for the relief of Garrett R. Barry, a paymaster in the United States Navy.

Joint resolution to authorize and direct an inventory of the articles in the Quartermaster's depots of the United States, and in possession of the naval storekeepers of the United States.

Joint resolution in the matter of Sergeant Daniel Collett, Jr., deceased.

PRIVATE ACTS.

An act granting a pension to Ellen M. Whipple, widow of the late General Whipple, United States Army.

An act for the relief of Mary A. Baker, widow of Brigadier-General Edward D. Baker.

An act granting a pension to the widow of Major-General Hiram G. Berry.

An act for the relief of Jean M. Lander, widow of F. W. Lander.

An act granting a pension to Sophia Brooke Taylor, widow of Major Francis Taylor.

An act for the relief of Benjamin Vreeland, surgeon in the Navy of the United States.

An act for the relief of William H. Jameson, a paymaster in the United States Army.

An act for the relief of Harriet and Emily W. Morris, unmarried sisters of the late Commodore Henry W. Morris.

An act granting a pension to Rachel Mills, widow of Peter Mills, late a major in the United States Army.

The Senate is still in session, having reorganized for the new session by the appointment of Committees, among which are the following:—

Military Affairs and the Militia—Mr. Wilson (chairman), Messrs. Lane of Indiana, Howard, Newsmith, Morgan, Clark and Brown.

Naval Affairs—Mr. Grimes (chairman), Messrs. Anthony, Willey, Ramsay, Cragin, Nye, Hendrickson.

Pensions—Mr. Foster (chairman), Messrs. Lane, of Indiana, Van Winkle, Foot, Stewart, Yates, Bucklew.

THE ARMY OIL COMPANY, advertised in another column, is a company under the special direction of officers and ex-officers of the Army. Its Vice-President, Secretary, and three of its Directors, are gentlemen in or from the Army, and most of the stock of the company is in the hands of Army officers. Its lands appear to be well selected, and the future of the company promises well.

This full announcement, in another column, of the situation and prospects of the New York and Liverpool Petroleum Oil Co., of which the Hon. DANIEL S. DICKINSON is President, sufficiently shows how firmly it has already established its prosperity. There is something peculiarly business-like and satisfactory in its plan of making its whole capital a working capital. This feature provides ample means for vigorous operations, and prevents the danger of keeping too much of subscriptions dead in the hands of a few parties. The advantages offered by this company are at least not surpassed by any of those now in the field of investment.

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Office—in charge of Captain G. K. Leet, Assistant Adjutant General, 2d Winder's Building, 2d floor.

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Colonel M. L. Lindington, Chief Quartermaster—Department of Washington—Office, 534, 535, 536, and 540 14th street, near New York avenue.

Captain H. L. Thayer, Assistant Quartermaster—Office, Post Quartermaster—Office, 23d G street.

Captain G. D. Thomas, Military Store Keeper—304 H, near 17th street.

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Brigadier General J. K. Barnes, Surgeon General—Office, corner 15th street and Pennsylvania Avenue.

Lieutenant-Colonel John M. Cuyler, Acting Medical Inspector General, U. S. Army—Office, No. 302 H street, corner of 17th street, first floor.

Lieutenant-Colonel John Wilson, Medical Inspector U. S. Army, Inspector of the Army of the Potomac—Office, at Dr. St. John's Hospital, Columbia College, Washington, D. C.

Surgeon H. A. Abbott, Medical Director, Department of Washington—132 Pennsylvania Avenue.

Surgeon Basil Morris, to attend officers of the regular Army—corner of 14th and G streets.

Surgeon Thomas Antisell, to attend officers of the Volun-

teer Army—Office in a frame building on the space between 18th and 19th streets, south side Pennsylvania Avenue. Surgeon C. Sutherland, U. S. Army, Medical Purveyor—General Hospital are under the charge of Surgeon R. O. Abbott.

United States Army Medical Museum, F street, between 14th street and New York avenue. Open daily, except Sundays, from 9 A. M. until 4 P. M.

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Major General G. T. Williams, Commanding Department—Headquarters—corner 15th street and Pennsylvania Avenue.

Captain H. W. Smith, A. A. G., Discharge Office for Department—132 Pennsylvania Avenue.

Colonel T. Ingram, Provost Marshal, District of Washington—corner 19th and I streets.

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Lieutenant-Colonel B. S. Alexander, Additional Aide-de-Camp and Major of Engineers—office northwest corner Pennsylvania Avenue and 19th streets.

Miscellaneous.

Major-General E. A. Hitchcock, Commissioner for exchange of Prisoners—Office, 23 Winder's Building, second door.

Brigadier-General Henry W. Wessels, Commissary-General of Prisoners.

Major-General D. C. McCallum, Superintendent of Military Roads—200 G street, near 17th street.

Brigadier-General A. P. Howe, Chief of Artillery—corner 19th and H streets.

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Captain Henry Keteltas, Commissary of Musters—corner 19th and G streets.

Brevet Colonel C. W. Foster, Assistant Adjutant-General, Chief of Colored Bureau—331 17th street, opposite War Department.

[Advertisement.]

Do not waste your money buying any of the numerous worthless articles called GOLD PENS which have flooded the market for the last few years; when at lower prices you can get pens which are acknowledged to be the BEST IN THE WORLD.

See in another column: "The Pen is Mightier than the sword."

MARRIED.

[Announcements of marriages should be paid for at the rate of fifty cents each.]

ARRAINTS—YOUNG.—On the 22d of November, 1864, by Rev. William T. Eva, Acting Ensign WILLIAM B. ARRAINTS, U. S. N., to Miss CARRIE S. YOUNG, all of Philadelphia.

ADVERTISEMENTS.

Advertisements of a character suited to the columns of the JOURNAL will be inserted, to a limited extent, at twenty-five cents a line each insertion.

DIVIDEND.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

4TH CONSECUTIVE SCRIP DIVIDEND OF 60 PER CENT.

60 PER CENT.

WASHINGTON INSURANCE CO.

172 BROADWAY, cor. MAIDEN LANE.

NEW YORK, February 2, 1865.

CASH CAPITAL.....\$400,000

CAPITAL & SURPLUS, Feb. 1, 1865.....600,000

A DIVIDEND OF (10) TEN PER CENT. is this day declared, payable on demand, in Cash, to Stockholders.

Also, an Interest Dividend of (6) SIX PER CENT. on outstanding Scrip, payable 15th March, in Cash

ALSO,

A Scrip Dividend of (60) SIXTY PER CENT. on the Earnings of Policies entitled to Participate in the Profits for the year ending 1st January, 1865, being the Fourth Consecutive Scrip Dividend of SIXTY PER CENT. declared by this Company since its adoption of the Participating System. The Scrip will be ready for delivery on and after 16th March prox.

GEO. C. SATTERLEE, President.

HENRY WESTON Vice-President.

WM. E. LOTHROP, Secretary.

WM. A. SCOTT, Assistant Secretary.

THE OFFICE of the Protective Association and Bureau of Employment for disabled and discharged soldiers and sailors is at 25 Chambers st., New York.

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THE NEW YORK AND LIVERPOOL

PETROLEUM COMPANY,

ORGANIZED UNDER THE

MINING AND MANUFACTURING LAWS OF THE STATE

OF NEW YORK.

CAPITAL, ONE MILLION DOLLARS,

IN

One Hundred

HIGHLY IMPORTANT TO SOLDIERS AND SAILORS.

INSURE YOUR LIMBS OR YOUR LIFE.

THE NATIONAL UNION LIFE AND LIMB INSURANCE COMPANY of New York, chartered by the Legislature and Governor of New York, having placed as security in the hands of the General Insurance Agent of the State the sum of \$100,000 in U. S. Bonds, as security for all who deal with it, is now issuing policies at its office,

243 BROADWAY, N. Y.

Officers, Soldiers and Sailors can now, for a small sum, insure their limbs, so that if either of them is lost, they can immediately secure a large sum of money for their own use. Or any relative, with their consent, can make the insurance.

We believe that nothing has yet been devised of greater value to the soldier. Instead of spending your money in useless amusement or dissipation, make provision, in this sure way, against the day of trouble. Information and circulars sent to all parts of the country free of charge.

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Major WM. E. PRINCE, Vice-Pres't.

Colonel THOS. B. VAN BUREN, Treas.

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JEROME, RIGGS & CO.,

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HATS, CAPS, SWORDS, BELTS, SASHES

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STRAPS and

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THE QUOTA OF NEW YORK.

15,000 VOLUNTEERS WANTED FOR NEW YORK COUNTY!

INCREASED BOUNTIES & HAND-MONEY.

At a meeting of the County Committee on Volunteering, held on Saturday, February 11, 1865,

Present—ORISON BLUNT, Esq., Chairman,

HON. M. T. BRENNAN, Comptroller,

HON. ELIJAH F. PURDY, Supervisor,

HON. WILLIAM M. TWEED, Supervisor,

HON. WM. R. STEWART, Supervisor.

On motion of Supervisor William M. Tweed, it was unanimously

Resolved, That the County pay for a One Year Recruit Three Hundred (\$300) Dollars Bounty and Fifty (\$50) Dollars Hand-Money.

For a Two Year Recruit, Four Hundred (\$400) Dollars Bounty and Seventy-five (\$75) Dollars Hand-Money.

For a Three Year Recruit, Six Hundred (\$600) Dollars Bounty and One Hundred (\$100) Dollars Hand-Money.

BOUNTIES.

FOR THREE YEAR RECRUITS.

County.....\$600
Government.....200

Total.....\$800
FOR TWO YEAR RECRUITS.

County.....\$400
Government.....200

Total.....\$600
FOR ONE YEAR RECRUITS.

County.....\$300
Government.....100

Total.....\$400

The Bounty to be paid to the Recruit in his own hand, as provided in section five (5) of the State Law relating to Bounties (viz: Assembly Bill No. 115 of 1865), and the Hand-Money to be paid to the person who may present the Recruit.

By order of the Committee,
CORNELIUS CORSON, Clerk.

ALLEN & LATSON,

ARMY AND NAVY BANKERS,

71 BROADWAY, NEW YORK,
150 YORK STREET, BROOKLYN,
215 PENNSYLVANIA-AVE., WASHINGTON, D. C.,
7 WEST MAIN STREET, NORFOLK, VA.,
FRONT STREET, BEAUFORT, N. C.

Collect the following class of claims with quick dispatch:—

ARMY CLAIMS.

Prisoners Pay, for the Wife or widowed Mother. Pensions, for Widows, Children, Mothers and Orphan Sisters. Arrears of Pay of Officers, Soldiers and Sailors.

BOUNTIES.

United States, State, Town and County.

OFFICERS' PAY.

Quartermasters' and Detectives' Vouchers cashed.

Clearances obtained in a short time for officers discharged from service, from the Ordnance and Quarter-master's Departments.

Any information freely given. Claims of whatever kind against the Government cashed.

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All prizes collected without delay and at low rates. A book with a full and complete list of all prizes captured, with amounts they sold for, will be sent to any address on application at our offices.

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FLAGS, &c., &c.

Publishers of THE ILLUSTRATED CATALOGUE OF ARMS, &c.

THE NEW YORK AND BOSTON OIL COMPANY.

Incorporated under the Laws of New York.

Capital.....\$500,000
100,000 Shares, Par Value \$5 00.

7,500 SHARES RESERVED FOR WORKING CAPITAL.

Principal Offices of the Company in New York and Boston.

ORIGINAL SUBSCRIPTION, \$3 00 PER SHARE,

For Full Paid Stock.

LIABLE TO NO FURTHER ASSESSMENTS.

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Vice-President—HENRY K. THOMAS, N. Y.

Treasurer and Asst. Sec'y—CHAS. L. WHEELER, Boston.

Secretary—C. W. LAWRENCE, N. Y.

Agent—GEORGE ARNOLD, Marietta, Ohio.

The interests of this Company embrace the following described property situated in Western Virginia and on Oil Creek, Venango Co., Pa.:

No. 1. Two hundred and five acres ~~for~~ simple on Bull Creek, Western Virginia, in the best oil territory in that district. This tract has an entire front of over one mile of boring territory on Bull Creek and its tributaries, giving ample boring territory for over one hundred wells, and is within three miles of the Ohio River, affording the best facilities for the transportation of oil.

No. 2. Lease of one and a half acres on Horse Neck, Western Virginia. Two wells, each yielding thirty barrels per day, giving to the Company two-thirds of the oil, or forty barrels per day. One well now down 240 feet, promising equally satisfactory returns. Also, vats of 1,200 barrels capacity, office buildings, &c.

No. 3. Lease (twenty years) of two acres on Horse Neck, Western Virginia, joining the last-named property. One-eighth of the working interest. One new well, now producing sixteen barrels per day, and increasing, giving to this interest now two barrels daily. One well now down and ready for tubing.

No. 4. Consists of a royalty for ninety-nine years of all the oil produced on lease, known as the Collins Lease, of two acres, on the Blood Farm, Oil Creek, Venango county, Pa. Five wells now down on this property, producing one hundred barrels per day, giving to this interest about eight barrels daily, free of cost. Now preparing to put down two more wells. This property is in the best oil producing territory on Oil Creek.

No. 5. Fifteen acres in fee simple on Alleghany River and Horse Creek, Venango county, Pa., giving a river front on the Alleghany of about twenty rods, and about the same on the Horse Creek. Within twenty rods of this property one well is now producing fifty barrels per day. Several new wells lately struck, and joining this property, and now producing oil in paying quantities.

The above property, leases, and interests were all secured in August, 1864, and the company is started on the same basis as was then adopted.

The present production is over 50 bbls. per day. Taken at the low estimate of \$8 per barrel, \$400 per day, and 25 working days to the month, \$10,000 per month, or 2 per cent. on the par value, and 3 1/2 per cent. on the subscription price.

Recent developments on Pit-hole Creek have greatly increased the value of the Alleghany River property, and numerous applications for leases on terms favorable to the Company have already been made.

A report of a committee sent out by parties in Boston can be seen at the office, No. 11 Wall street. Subscription books, for a limited number of shares, open at the office of GEO. F. THOMAS, Jr. & BRO., No. 11 Wall street, N. Y., where full particulars can be obtained.

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The elegant steamer

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These boats start from Pier No. 18 North River (foot of Cortlandt-st.) and are acknowledged by all experienced travellers to be among the largest, strongest, most comfortable and best that have ever run in American waters. At all seasons and in all weather, these boats invariably make the passage on time. Sumptuous suppers and luxuriously furnished state-rooms are marked features of the "floating palaces."

Berths and state-rooms may be secured at Harden's Express Office, No. 74 Broadway, and at No. 115 West-st., New York, and at No. 76 Whashington-st., Boston.

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Merchants' Navigation and Transportation Co.

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FINANCIAL AGENT OF THE UNITED STATES.

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For the cure of Rheumatism, Salt Rheum, Mercureal affections, Chills, Fevers, Dropsey, Colic, and all skin diseases now prevalent among Soldiers and Seamen. Given at No. 1 Carrot Place, Bleecker-st., west of Broadway, New York.

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Comprising the Descent upon

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"The reports of General Turner, Gillmore's Chief of Artillery, and those of Major Brooks and Colonel Serrall, his engineers, and of other officers, accompany the principal report, forming appendices of great value and interest, and presenting many details which could not be given by the commanding general. The volume is illustrated by seventy-six plates and views, which are admirably executed, and by a few excellent maps; and indeed the whole style of publication is such as to reflect the highest credit upon the publishers."—*Boston Daily Advertiser*.

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A TREATISE on ORDNANCE and ARMOR:

Embracing Descriptions, Discussions and Professional Opinions concerning the

MATERIAL, FABRICATION,

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Publisher,

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MORTON'S GOLD PENS,
THE BEST PENS IN THE WORLD.

On receipt of any of the following sums in cash, the Subscriber will send by return mail, or otherwise, as directed, a Gold Pen or Pens—selecting the same according to description, viz.:

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For 50 cents, the Magic Pen; for 75 cents, the Lucky Pen; for \$1.00, the Always-Ready Pen; for \$2.00, the 25, the Elegant Pen; and for \$1.50, the Excelsior Pen. These Pens are not uniform, but correspond in sizes to Numbers 2, 3, 4, 5, and 6 respectively.

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These are Well-Finished, Good-Writing Gold Pens, with Iridescent Points, the average wear of every one of which will far outlast a gross of the best Steel Pens; although they are unwarranted, and, therefore, not exchangeable.

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The name, "A. Morton," "Number," and "Quality" are stamped on the following Pens, and the points are warranted for six months, except against accident.

The Numbers indicate size only; No. 1 being the smallest, No. 6 the largest, adapted for the pocket; No. 4 the smallest, and No. 10 the largest Mammoth Gold Pen, for the desk.

Long and Medium Nibs of all sizes and qualities. Short Nibs of Nos. 4, 5, 6 and 7, and made only of first quality.

The Long and Short Nibs are fine pointed; the Medium Nibs are Broad, Coarse Business Points. The engravings are fac-similes of the sizes and styles.

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For \$1.50 a No. 2 Pen, 1st quality; or a No. 3 Pen, 2d quality; or a No. 4 Pen, 3d quality.

For \$2.00 a No. 3 Pen, 1st quality; or a No. 4 Pen, 2d quality; or a No. 5 Pen, 3d quality.

For \$2.25 a No. 4 Pen, 1st quality; or a No. 5 Pen, 2d quality; or a No. 6 Pen, 3d quality.

For \$2.75 a No. 5 Pen, 1st quality; or a No. 6 Pen, 2d quality.

For \$3.50 a No. 6 Pen; \$4.50 a No. 7 Pen; \$5.75 a No. 8 Pen; \$6.50 a No. 9 Pen; \$7.50 a No. 10 Pen—all 1st quality.

THE SAME GOLD PENS, IN SILVER EXTENSION CASES, WITH PENCILS.

For \$2.00 a No. 1 Pen, 1st quality; or a No. 3 Pen, 2d quality.

For \$2.50 a No. 2 Pen, 1st quality; or a No. 3 Pen, 2d quality; or a No. 4 Pen, 3d quality.

For \$3.00 a No. 3 Pen, 1st quality; or a No. 4 Pen, 2d quality; or a No. 5 Pen, 3d quality.

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GOLD PENS, ALL FIRST QUALITY, IN SILVER MOUNTED DESK-HOLDERS.

For \$2.75 a No. 4 Pen; for \$3.25 a No. 5 Pen; for \$4.00 a No. 6 Pen; for \$5.75 a No. 7 Pen; for \$7.50 a No. 8 Pen; for \$9.00 a No. 9 Pen; and for \$9.50 a No. 10 Pen.

The "1st Quality" are pointed with the very best Iridescent Points, carefully selected, and none of this quality are sold with the slightest imperfection which skill and the closest scrutiny can detect.

The "2d Quality" are superior to any Pens made by him previous to the year 1860.

The "3d Quality" he intends shall equal in respect to Durability, Elasticity, and Good Writing Qualities (the only true considerations) any Gold Pens made elsewhere.

In regard to the Cheap Gold Pens, he begs leave to say that previous to operating his New and Patented Machines, he could not have made as Good Writing and Durable Pens, for the Price, had the Gold been furnished gratuitously.

Particular ordering must in all instances specify the "Name" or the "Number" and "Quality" of the Pens wanted, and be particular to describe the kind they prefer—whether stiff or limber, coarse or fine.

All remittances sent by mail in registered letters are at my risk, and to all who send twenty cents (charge for registering) in addition to the price of goods ordered, I will guarantee their safe delivery.

Parties sending Gold or Silver will be allowed the full premium on the day received.

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GREAT ONE THOUSAND DOLLAR DRAMA
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NAVY DEPARTMENT,

BUREAU OF STEAM ENGINEERING.

February, 1865.

Sealed proposals will be received at this Bureau until Meridian, March 11, 1865, for the Iron, &c., described in the following classes; each bid must be made for an entire class, delivered at the respective Navy Yards. Payments will be made in the usual manner; delivery to commence in twenty days after notification of acceptance of bid; to proceed continually, and the whole to be delivered in three months thereafter. The contract will be awarded to the lowest responsible bidder, the right being reserved of rejecting the lowest bid, if it be deemed exorbitant.

The usual guarantees will be required, and the contract will be dated the day the notice of acceptance is given.

Printed schedules and instructions can be obtained by application to the Bureau.

Proposals must be directed to the Chief of the Bureau of Steam Engineering, and endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

The following are the classes required at the respective Navy Yards:

KITTERY.—CLASS No. 1—Boiler Iron.

141,000 pounds best American Flange Iron.

KITTERY.—CLASS No. 2—Round and Flat Iron.

84,000 pounds best American Round and Flat Iron.

KITTERY.—CLASS No. 3—T Iron.

28,000 pounds best American T Iron.

CHARLESTOWN.—CLASS No. 1—Copper.

56,000 pounds Ingot Copper—best quality.

CHARLESTOWN.—CLASS No. 2

5,000 pounds Bars Tin.

CHARLESTOWN.—CLASS No. 3

1,500 pounds Slab Zinc.

BROOKLYN.—CLASS No. 1—Boiler Iron, &c.

725,500 pounds best American Flange Iron.

42,500 pounds best American Sheet Iron.

BROOKLYN.—CLASS No. 2—Round, Square and Flat Iron.

178,200 pounds best American Round Iron.

100,500 pounds best American Square or Flat Iron.

BROOKLYN.—CLASS No. 3—T Iron.

50,000 pounds best American T Iron.

BROOKLYN.—CLASS No. 4—Boiler Rivets.

110,000 pounds best quality Boiler Rivets.

WASHINGTON.—CLASS No. 1—Iron, &c.

55,000 pounds best American Round, Square and Flat Iron.

150 tons best Bloom Iron.

WASHINGTON.—CLASS No. 2—Pig Iron.

150 tons best American Anthracite Pig Iron.

100 tons No. 2 American Charcoal Pig Iron.

WASHINGTON.—CLASS No. 3—Steel.

18,000 pounds Round, Square and Octagon Cast Steel.

WASHINGTON.—CLASS No. 4—Copper.

200,000 pounds Ingots Copper.

WASHINGTON.—CLASS No. 5—Tin, Lead and Zinc.

10,000 pounds Lead, (pigs.)

20,000 pounds Tin, (sheets.)

8,000 pounds Slab Zinc.

WASHINGTON.—CLASS No. 6—Engineer's Stores.

100 gross Wood Screws, Sprigs, Sandpaper, Alcohol, Molasses, Sour Flour, Rosin, Oil Vitriol, Borax, Solder, Brick Whiting.

WASHINGTON.—CLASS No. 7—White Pine Lumbers.

253,630 pounds best American Round, Square and Flat Iron.

NORFOLK.—CLASS No. 2—Pig Iron.

100 tons best American Charcoal Pig Iron.

NORFOLK.—CLASS No. 3—Boiler Rivets.

6,000 pounds best quality Boiler Rivets.

1,100 pounds best quality Smoke-pipe Rivets.

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NET INCREASE IN CASH ASSETS LAST

YEAR,

\$1,770,149 87.

Assets, Feb. 1, 1865,

\$12,235,407 86.

Premiums received dur-

ing the year.....\$1,904,584 66

Interest received during

the year 1864..... 9,281 84—\$2,849,860 50

Invested in United States

Stocks..... 4,916,921 26

Bonds and Mortgage and

Real Estate..... 5,827,991 13

Cash on Hand and in

Bank..... 1,023,524 26

Due from Agents..... 31,978 05

Interest accrued not due,

deferred premiums, &c. 435,903 18—\$12,235,407 86

This Company offers peculiar advantages to those

wishing to insure, as will be seen in circulars to be had on application, by letter or otherwise, to the

Head Office, or to the Company's Agents.

ALL THE POLICIES OF THIS COMPANY PARTICIPATE

IN THE SURPLUS PREMIUMS WHICH HAVE EXCEEDED

THOSE OF ANY OTHER COMPANY. Life, Endowment

Assurance, and Survivorship Annuity Policies are

issued on favorable terms.

The rates of premium are lower than those of

most companies.

Particular attention is called to the table of rates

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MANN'S PATENT ACCOUTREMENTS FOR INFANTRY AND CAVALRY.

LARGE ORDERS NOW BEING FILLED FOR THE GENERAL GOVERNMENT.

Great relief to the Soldier. Men prefer to carry 100 rounds of ammunition in this manner to 40 in the old way.

Read the following extract from an

OFFICIAL REPORT

made to the Department, based on a trial in the Army of the Potomac during this Spring and Summer's severe campaign:-

"The men were questioned in regard to the following difficulties noticed with the old accoutrements:-

"First. Did the shoulders or breast become chafed?

"Second. Was there any pain in the stomach from pressure of the box?

"Third. How did the weight of the cartridge-box affect them in comparison with the old?

"Fourth. Could they use their arms with more freedom?

"Fifth. Could they breathe with greater ease, and longer respiration?

"Sixth. Was the box in the way, or uncomfortable lying down?

"To these questions the following answers were given:-

"First. In no case was there any chafing or uncomfortable from the straps on the shoulders, no rill it make them feel anything like so warm.

"Second. The weight of the box was not felt on the stomach, and no pain.

"Third. That the weight of the cartridge-box was not felt, and that they would rather carry one hundred rounds in that way than forty in the old.

"Fourth. The arms are entirely free, as much as if they had nothing on.

"Fifth. The coat can at all times be thrown open, and the fullest respiration can be obtained, the lungs having free scope.

"Sixth. The box was not in the way, and they could sleep comfortably with their accoutrements on.

"They are far more convenient in action. During the campaign my men were, from the sixth of May until the twentieth, without having their accoutrements off, day or night, but once; no complaints were heard of sore shoulders, breasts or stomachs, and men ruptured found them beyond all comparison easier than the old. The box does not interfere with the handling of the piece. I find that these accoutrements are scattered through this division—men threw away the old, and took these from the dead and wounded on the field. This one thing speaks more for them than any and all I can say."

There are no knapsack straps under the arms. The sack is kept up on the shoulders and cannot settle into the hollow of the back. There is no broad cross belt over the breast, so oppressive and hot, with the old style.

Two or three lives were saved in one regiment during the Wilderness Campaign by the box in front stopping the balls.

In the Cavalry the weight of the Ammunition, Pistol and Sabre is all borne on the shoulders, and the waist belt is loose, thus removing the chief cause of rupture and piles, the two most dreadful afflictions of the cavalryman. Ruptured men can wear these accoutrements with ease.

Commanders of regiments newly equipping, and of regiments whose accoutrements are worn out, should make requisition for these accoutrements and knapsacks, and thus confer the greatest good upon their men. Soldiers, ask your officers to draw these accoutrements for issue. Send for book giving full description and the opinion of Lieut.-Gen. Grant and other distinguished officers.

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Manufacturers of Photographic Materials,

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Of these we have an immense assortment, including War Scenes, American and Foreign Cities and Landscapes, Groups, Statuary, etc. Also, Revolving Stereoscopes, for public or private exhibition. Our Catalogues will be sent to any address on receipt of stamp.

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We were the first to introduce these into the United States, and we manufacture immense quantities in great variety, ranging in price from 50 cents to \$50 each. Our ALBUMS have the reputation of being superior in beauty and durability to any others. They will be sent by mail, FREE, on receipt of price.

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An order for One Dozen Pictures from our Catalogues will be filled on the receipt of \$1.50, and sent by mail, FREE.

Photographers and others ordering goods C. O. D. will please remit twenty-five per cent. of the amount with their order.

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GOLD PENS AND CASES!

On the receipt of \$1.50 I will send a Solid Silver Badge (pure coin), appropriate for either Corps or Division in the Army, or a Cavalry, Artillery, Engineer or Pontoonier's Badge, with your Name, Regiment and Company handsomely engraved thereon. And for \$2 I will send a Solid Gold Enamelled Masonic Pin. And for \$1.50 I will send a Fine Gold Pen (warranted) with Extension Case and Pencil. Agents wanted in every Regiment. Send for whole sale illustrated circular.

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SUPERINTENDENT'S OFFICE, ROUSEVILLE, VENANGO CO., PA.

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THE COMPANY'S LANDS.

The lands of this Company consist of four (4) tracts, each selected with great care.

No. 1. Half acre in fee simple, on the McClintock farm, eight rods from Oil Creek, Venango County, Pa.

No. 2. Two-thirds acre—ninety-nine years lease—on Buchanan Farm, ten rods from Oil Creek.

No. 3. Two-thirds acre—ninety-nine years lease—on Buchanan Farm, ten rods from Oil Creek.

No. 4. One hundred and eighty acres—15 years lease—in the famous Federal Creek Oil country, Athens County, Ohio.

No. 1 is in the immediate vicinity of the noted Cuba Well, and of several other celebrated wells.

Near Lots No. 2 and 3 are the old Shaft Well, Hammond Well, and many more flowing and pumping wells. A 75 Barrel pumping well has been struck near these lots since February 1. They are also near the mouth of Cherry Run. No finer territory for producing oil exists, than that all around these three lots. Every inch of each lot is boring territory of the best quality.

No. 4 is in the heart of territory that is rapidly becoming known as the choicest of Oil Lands, and bids fair, of itself, soon to be worth in market, more than the entire Capital Stock of this Company. A well producing 100 barrels per day has been struck near this lot recently.

PROSPECTS OF THE COMPANY.

All the necessary requisites for the rapid development of the lands of the Company are already procured, and on Lot No. 3 a well is down about three hundred feet, with a good prospect of a No. 1 well.

The working capital is in cash, hence work will proceed and wells be completed without delay.

The Directors feel gratified that they have succeeded in securing, as Superintendent, Prof. L. Sternberg, for many years Principal of Hartwick Seminary, New York, a gentleman well qualified, by his energy and scientific attainments, for the position.

TO THE ARMY.

This Company is peculiarly the "Army Oil Company." Its Vice-President is Colonel W. D. Mann, an Army officer. Its Secretary, D. Stratton, formerly a Captain in the Army. Three of its Directors are, Captain H. Douglas, of the 18th Infantry, now Chief Musterer and Disbursing Officer for Ohio, with office at Columbus; Dr. G. M. Sternberg, now in charge of U. S. Military Hospital, at Cleveland, O.; and Dr. C. Mackenzie, now of same Hospital. The Stock of the Company is mostly in hands of Army officers. No better opportunity for safe and profitable investments can be found by members of the Army than this Company offers.

Any communication from the Army, to either of the above named Army officers, will be cheerfully answered, and any desired information furnished.

SALE OF STOCK.

As the lands of this Company are oil lands, and worth in the aggregate more than the entire Capital Stock, at its par value, only \$10,000 of Stock will be sold, and that only at par.

Stock can be purchased at Principal Office, in Cleveland; at the New York Agency; or the Superintendent; or by addressing either of the Directors.

Officers or soldiers in the field who wish to purchase stock in this Company can send Treasury Notes, Drafts or Paymaster's Checks, by mail to Colonel W. D. MANN, 240 Broadway, New York, or to D. STRATTON, Cleveland, O., on receipt of which certificates of stock will be forwarded to their friends at home or to themselves in the field, as may be directed.

STRATTON, CROSS & CO.,

Late of the Army.

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FROM \$3,000,000 to \$5,000,000 WORTH OF CHOICE OIL LANDS CONSTANTLY ON SALE.

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Especial attention given to the purchase and sale of Oil Stocks and investments in Oil interests for Army Officers. All communications from the Army promptly attended to.

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